

DECEMBER 19, 1952

The Autocar

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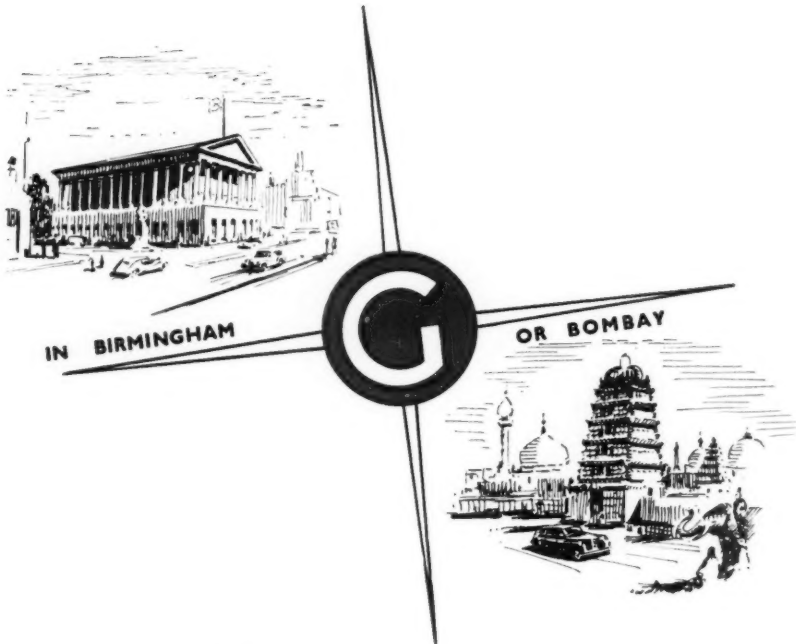
The "Quality First"

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for wherever you motor you'll find a
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Rubber seals, Hoses, Master and Wheel Cylinders

★ **REPLACEMENT DAMPERS**

★ **GENUINE GIRLING SPARES**
and factory trained personnel to fit
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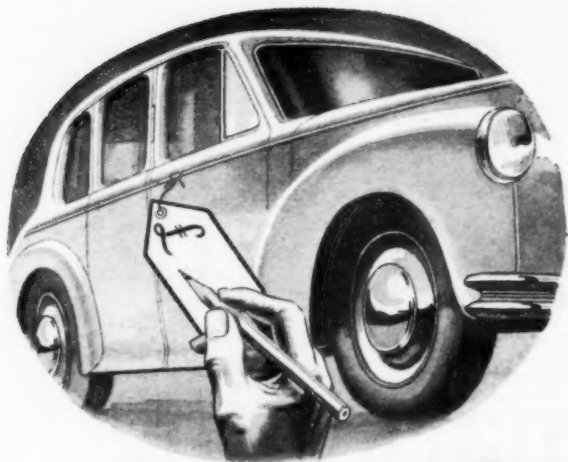
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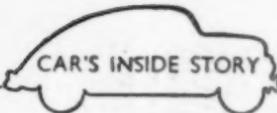
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DW 51


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The 1953 Javelin has the new Series III engine.

The Javelin Saloon with leather upholstery costs £1,082.12.3 (including purchase tax).



1½ litre



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one day — it has to be *YOURS!*

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Proof of the endurance and reliability of the new
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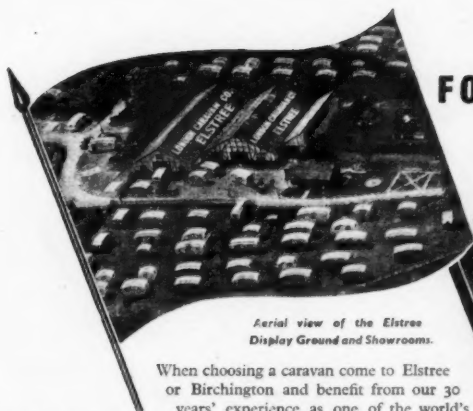


★ The suspension of the Humber Super Snipe Mark IV embodies Woodhead coil and laminated springs, together with Woodhead-Monroe Telescopic Hydraulic shock absorbers.

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Screwdrivers are available for use with the
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ZENITH-STROMBERG

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THE NEW HUMBER SUPER SNIPE MAKES MOTORING HISTORY!

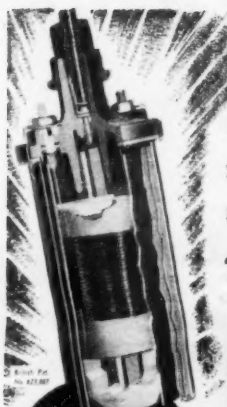
Driven by British racing drivers Stirling Moss and Leslie Johnson, through 15 countries in 90 hours in gruelling mid-winter conditions, the new HUMBER Super Snipe blazed a trail into a new era of finer motoring. This amazing performance is proof positive of the absolute reliability of the Super Snipe's components generally and its ZENITH-STROMBERG carburetter in particular. With such vivid proof of endurance, no wonder more and more vehicles are being produced fitted with Zenith-made carburetters as standard. Special carburetter service facilities are available at Zenith Service Stations and Agents throughout the world.



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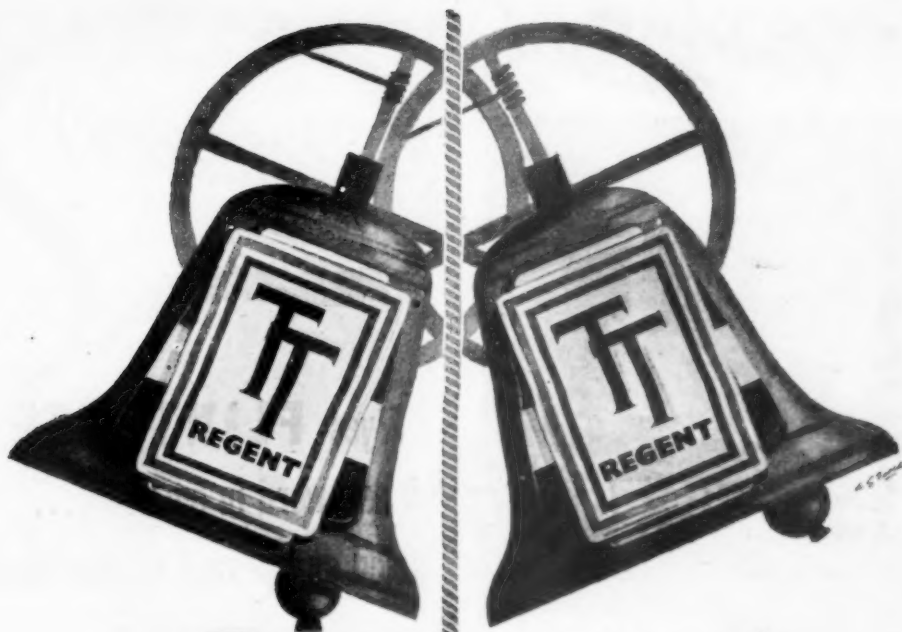
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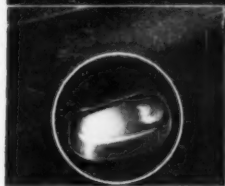
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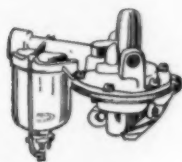
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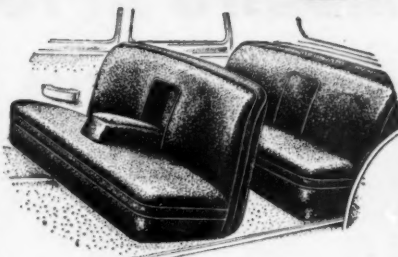
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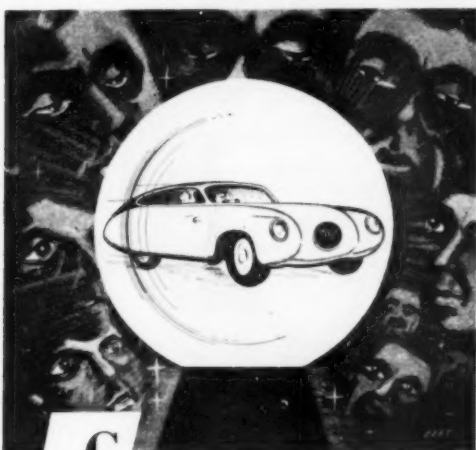


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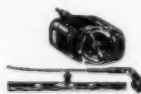
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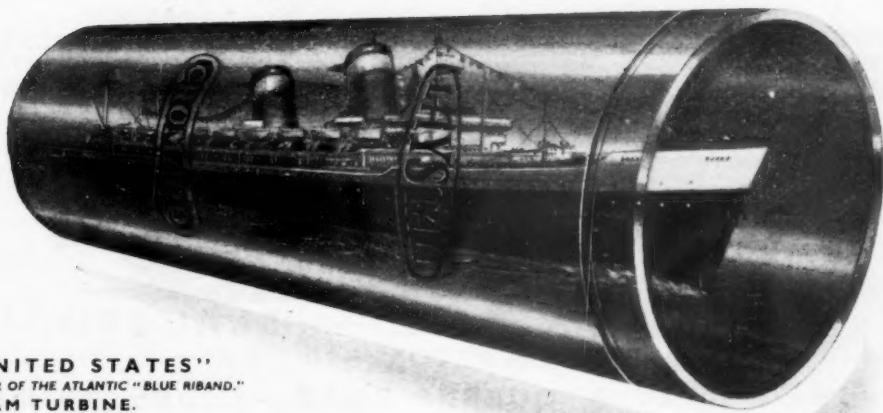
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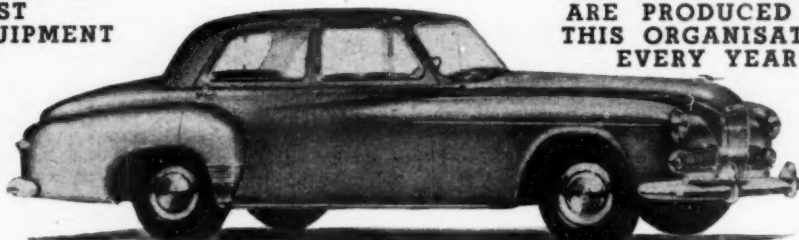
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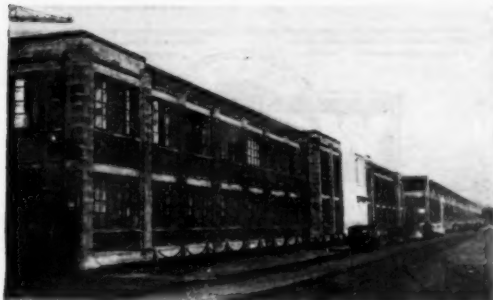
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CHIEF PRODUCTION ENGINEER

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DISTRIBUTION RECTIFIER

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Not the makers—but actual users—report increases of between 10% and 30% in mileage per gallon after fitting VOKES Gasmaster. Nor is that all! The VOKES Gasmaster Distribution Rectifier has a remarkable effect upon engine performance. It brings smoother running at all engine speeds . . . increased acceleration . . . easier starting from cold with less choke. This is a scientifically designed accessory, perfected after years of research, available for British and American cars. It can be fitted in a few minutes. No maintenance worries—nothing to replace during use.

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The patented construction of the Gasmaster corrects the mixture flow and ensures complete vaporisation. The VOKES Gasmaster Distribution Rectifier is fitted in a few minutes between the carburettor and induction flanges. It is a sound engineering job, made of specially selected non-corrodible materials, strong and robust with no moving parts—moreover it lasts the life of the car.



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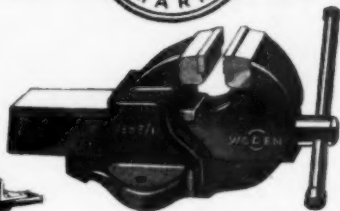
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6. Check stoplight bulb, wiring and switch.
7. Inspect direction indicators, clean and oil.
8. Check windscreen wipers and clean motor brushes. Lubricate if necessary.
9. Check diaphragm on reed of horn and inspect switch.
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12. Check starter brushes, examine connections for corrosion, lubricate.

For safety's sake get your electrical equipment tested **NOW!**

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KEEP COLD ENGINE TROUBLES AT BAY -

JON 13

AWAY with winter engine worries! Yes, a way that's simple, efficient, and right in line with modern motoring standards — the new K-L EVENTEMP Radiator Blind. Cable-operated from inside the car, the EVENTEMP Blind gives you constant, adjustable control over running temperature—correct at all times, in all weathers!

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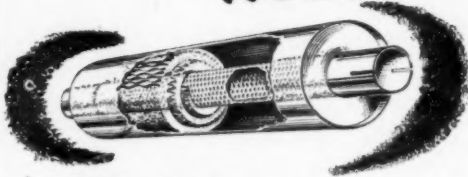
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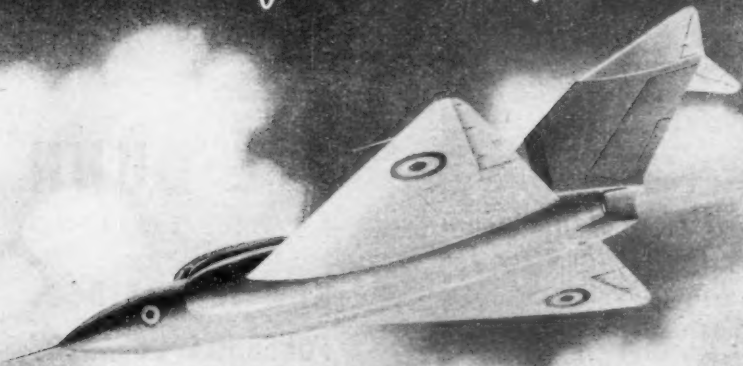
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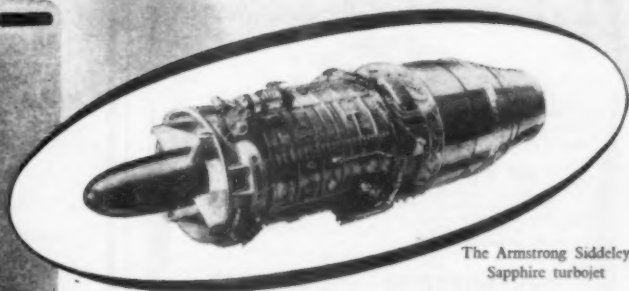
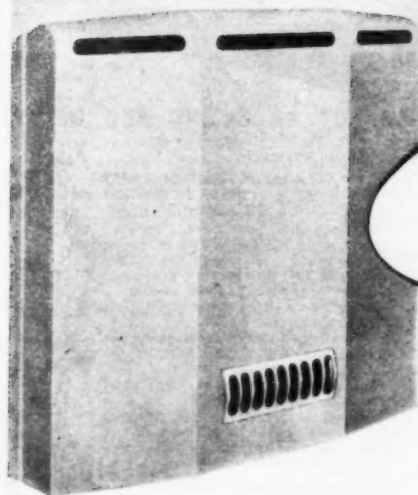
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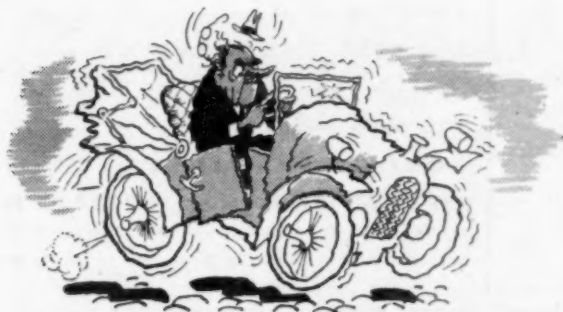
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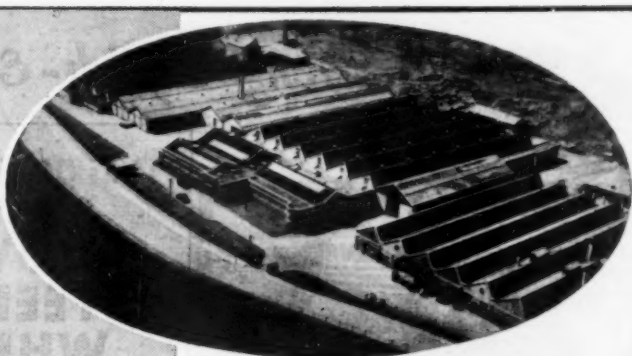
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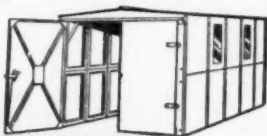
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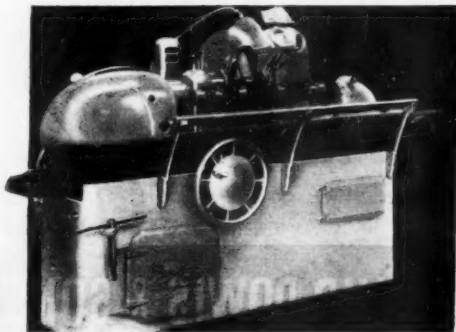
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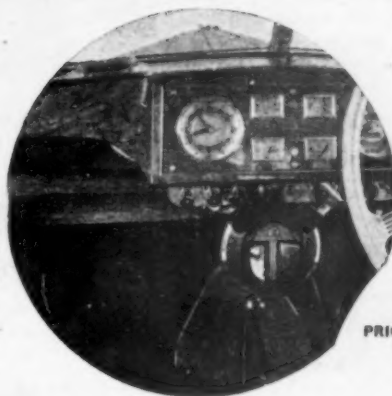


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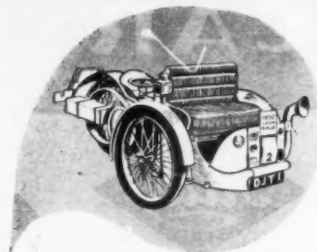
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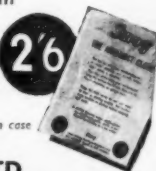
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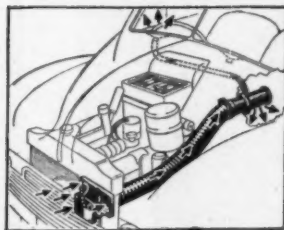
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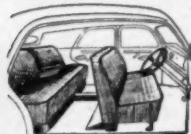
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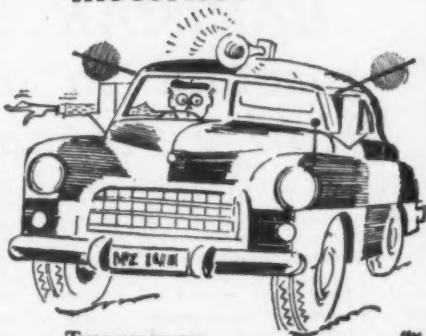
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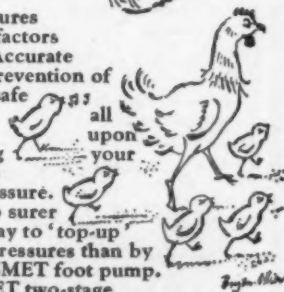
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motorist?

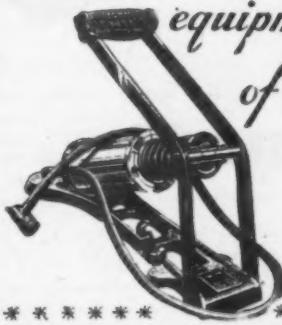


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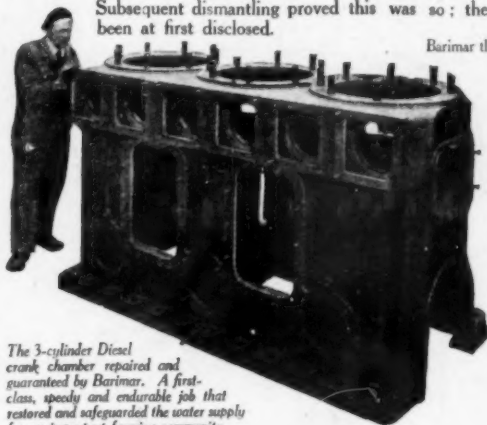
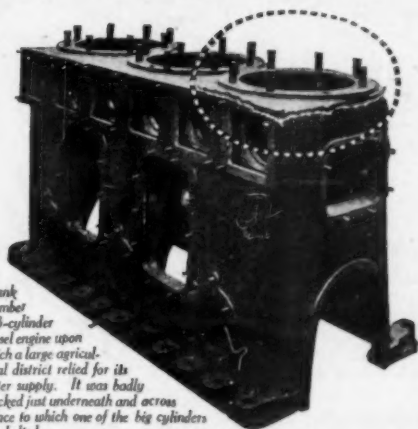
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THE WORLD'S SCIENTIFIC WELDERS

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The Autocar

FOUNDED 1895

No. 2977

FRIDAY, DECEMBER 19, 1952

Vol. XCVII

Christmas, 1952

FAR too frequently nowadays is the fact overlooked that Christmas is a Christian festival, and although it is customary for acquaintances to exchange good wishes at this time of the year, too few of them realize the religious origin of the custom. This journal deliberately recalls, therefore, the original Christmas message—"Peace on earth, good will towards men"—for the expressed benevolence of one motorist for another is too often revealed as a perfunctory seasonal evocation by subsequent road behaviour that is little short of cut-throat.

It is, indeed, a matter for regret that the driving of a car is so stimulative of irritation. Experienced drivers recognize the fact and make deliberate allowance for it, self-disciplining themselves into good humour whatever the frustration experienced. The task is not easy, and is less rewarding than it might be because the resultant willingness to give way in terms of road space is used to advantage by selfish drivers. There is nothing to be done in the face of this except continue to set an example of forbearance, in the hope that it will eventually be copied. Retaliation is neither wise nor Christian, but merely stimulative of road danger.

Moreover, a considerable fund of ill-will exists against the motorist amongst other road users. There is no sense in blinking at the fact, and the feeling can be dissipated only by proof that car users are neither selfish nor dangerous. If this is to be done, motorists must remain united in understanding, in the employment of good road manners and in the display of unending patience; they must not permit fission into warring factions, the outward sign of which is spiteful driving on the public road. It is, in fact, the Christmas spirit in its truly religious sense that is needed above all on the roads today, and we are sure that, in wishing our readers a very happy Christmas, they will not resent the reminder of the fact.

Abuse of Lamps

NONE of the arguments so far put forward convinces us that unofficial signalling by means of head or auxiliary lamps has any merit; the practice seems to have originated amongst commercial drivers, who have a recognized code, but its adoption by car drivers is to be deprecated. There is merit only in the dipping of head lights by a solitary driver who is approaching a junction at night, for this enables him to see the beams of another car about to join or cross his road; but this, in any case, is not a signal addressed to another road user.

In daylight the use of lamps for unofficial casual signalling is odious; it spreads doubt or alarm where none need exist, for the flash of a head lamp has been used for many years as an emergency signal to an oncoming motorist that something was wrong with the appearance or behaviour of his vehicle, or that his own lights were inadvertently shining. This, it may be objected, does not differ in principle from the practice to which objection is being raised, but there is a difference in that no other safe and satisfactory method was available to warn another driver that something was amiss, whereas the law and the Highway Code already provide for all driving procedures during which unauthorized lamp signalling is used nowadays. The Code never recommends such signalling. On the road at night, common courtesy dictates the use made of head lamps. When another driver is being followed head lights should be dipped if adequate vision remains to the following driver; it is prudent to switch to full beam as the vehicles come alongside. Competent drivers should not need to make flashing signals to announce intentions in these circumstances.

When other vehicles are being met at night the flashing up of dipped lights to indicate the driver's intention of carrying on as he is going at that moment is particularly reprehensible. It causes dazzle, even if the flash is instantaneous, the effect on the eye's retina being prolonged far beyond the duration of the flash; it is rude, and it is unnecessary because action in circumstances where any danger exists should be dictated by caution and not regarded as justifiable by signalling to all and sundry. The sooner these practices are recognized for the silly affectation they are, the better.

DE PROFUNDIS

YOU, TOO, CAN SHARE THE MISERIES OF CAR OWNERSHIP

By MICHAEL BROWN



YESTERDAY, as ever was, a contemporary miniature horror in the form of a juvenile citizen went exploring over the bonnet and wings of my car. He alighted down the wings; he made his mark on the summit of the bonnet. His glissade down from the dizzy watershed is recorded in 23½in scratches. Today my secretary is exploring the Charing Cross Road for a copy of a book entitled *Six Easy Methods of Dealing with the Younger Generation*, by A. R. Senic, and I am dolefully whistling Ravel's "Pavane for a Dead Infanta." (But of course, Mr. Micklethwaite. Everyone knows that Infanta means Princess.)

It would be interesting to calculate the number of times the car owner is brought to the point of heart failure during the course of his ownership. The number will vary as the cube of the miles travelled. Thus

where x =number of near heart failures and m =miles travelled. Therefore

$$x = km^3$$

k being a konstant—the konstant state of jitters in which a kar owner kontinues throughout his karmanship.

It starts as soon as you take over from the agent. Just before he dismounts he is an honest tradesman, smiling and willing, handing over the means to a life of speed and pleasure. All around, other owners are passing in the most normal models of the British motor industry. They are ordinary, decent-looking men and women, going about their business, keeping their shoulders to the wheel, ensuring full employment for all and making positive steps towards a world peace (credit politicians, appearing any night on the B.B.C.).

You slide in behind the wheel. The agent slams the door on you and peers through the window.

Jekyll and Hyde over again. Pointed ears, elongated incisors and a diabolical laugh. He's watching you press the heater rheostat in the hope of starting the engine. He knows you have pushed the minute hand into reverse, and that your left ankle has turned to jelly. And even as you shoot backwards he manages to avoid being beheaded by the window frame. The dice, you see, are already loaded.

He has disappeared by the time you realize that your new car isn't a car after all. It is a roller skate made of eggshell china, above which loom mighty Austin Sevens, megalithic Morris and monstrous Hillmen; they are all driven by

relatives of the agent, with spear-points on the ends of their tails, and these enormous vehicles have outgrown their wheelbases to the point where they are all overhang. Their progress seems to be a mad succession of right-angled turns as, one after the other, they take a side-swipe at your mini-car. How you maintain a straight line home remains a problem that could appeal only to Euclid, whereas you never succeeded in crossing the *pons asinorum*.

You had hoped to sneak quietly up to the front gate



"Jekyll and Hyde over again."

and calmly and precisely insert the car in the garage; competitors do it in rallies, and, once done, the thing is easy. You were then going to back out again (when I get more used to it I will reverse in . . . I will reverse in . . . I wonder if straightening wings is beyond the amateur?). The trouble is your wife, and for a few traitorous moments you wonder how you could have married such a harpy. She comes careering out of the gate, giving you the fright of your life (I suppose that wretched woman next door heard the brakes squeal), and demands a ride. "Take me for a ride!" Your brain reels off into fantasy. "O.K., sister. Git in and stay quiet. Joe, keep an eye on de dame and watch out for de cops. Right. Let her go, Donelli. Down the East Side."

How does one decide at which moment to jump clear before a car plunges over the dock wall? You never were much good at leaving vehicles in motion. A ride? Why, yes dear; just round the block, say, and then I must really have a look round and see if it is all in one piece.

As a small child you regarded the policeman as a friend. He stood on the pavement by the Belisha beacon and wrapped your hand up in a joint of beef before taking you over the rubicon. Once, when you fell off your fairy cycle, he placed a foot on either side of the front wheel and restored the handlebars to a position from which it was possible to make right-hand turns as well as left. Only recently the police evinced friendliness. There was the night when the rapping was heard and, after looking out of all the bedroom windows and seeing nothing in the moonlight except a cat, two toffee papers and an empty milk bottle, you rang the police station. They came round like a shot, then, and even if it was only the wind lifting the letter-box flap they were jovial about it, though their joviality was mostly the result of your whisky and soda. But friendly, yes



"Joe, keep an eye on de dame."

Until you bought the car.

If your wife had not asked what that was just as you got to the crossing it might not have happened. Why can't they make a clear signal? In any case, traffic lights would be better there. "Don't you know what a police signal means? I was telling you to stop."

There is evidence here of a skilled campaign of intimidation. No one could phrase an awkward question like that on the spur of the moment. There must be a primer of them at the "station." Don't you know what a police signal means? Consider the available answers:

(i) Yes.

If you say this you are merely assisting the cop in his employment of Gambit No. 1, Recalcitrant motorists, for use with. He will come back with a red face and another question beginning "Then why can't you . . ." and from that moment you are lost, because your fear of the dock will restrain you from arguing with the law. Even if it doesn't, your wife will say, "Don't make a scene, dear," and the dear in question won't be the cop. After, when you reproach her for interfering, she will say that you are such a one when your blood is up, and you, poor sucker, will be suffi-



"Has defendant not read the Highway Code?"

ciently flattered to let it go at that. Obviously, then, "Yes" is not the answer.

(ii) No.

In legal circles they call it being condemned out of your own mouth. "Defendant said that he did not know what a police signal meant." "Has defendant not read the Highway Code?" "Did not defendant claim to have read and understood the Highway Code in applying for a driving licence?" Defendant might just as well get cracking straight away in the direction of Tyburn. No; not no.

(iii) Don't know.

Here you will be accused of trying to be funny. Is it, as they say in France, that you do not know what a police signal means, or is it that you do not know whether or not you know what a police signal means? My friends, be warned. There are two types of humour in law, the heavily jocular and the thinly sarcastic. The former is the prerogative of the policeman, the latter the jester element in the judge. You are neither judge nor constable, but motorist.

Say nothing and be accused of losing your tongue. What's



"Broken melody for five fingers."

"You never were much good at leaving vehicles in motion."



a tongue, anyway, when you have already lost the respect of your wife and probably your clean driving licence?

Since the agent slammed the door on you you are without the law.

So much for mental agony, but there is the physical as well. Up to the time when you bought a car you had finger-nails, a whole skin, and one burn a year when you omitted to notice that you should light the blue touch-paper and stand clear. *Votre automobile a changé tout cela.* Out of respect for your pocket you have read an article in a motoring journal entitled "Correct Tool Usage" (For the Amateur Mechanic). Now your hands are a broken melody for five fingers, and your wife never needs to ask where her nail polishing pad is, because you no longer have any nails to polish. But you are learning. One of the things that had always puzzled you in car descriptions was the mention of the hot-spot in the engine. It was, you understood, between the exhaust and inlet manifolds, but as you had no idea what a manifold was you had to wait for your car to find out where the hot-spots were.

Well, now you know. All over, and the hottest is just

"You are without the law."



by the dipstick handle. It is a good job that tea is off the ration, because nowadays you can run to a permanent cold tea poultice.

As for those inch-long red scratches that make the chaps at the office raise their eyebrows, the answer to those is now clear. Round nuts, rubber cylinder heads and chain mail gloves. Any day now the Patent Office will receive a caller.

In the meantime, does anyone want to buy a car? **Owner** taking up walking.

● FIFTEEN COUNTRIES IN 90 HOURS

The Story of the Humber Super Snipe Run, told by

Stirling Moss.

ABOUT a month before the actual run, Sir William Rootes asked Norman Garrad* and me how we proposed to "prove" the Super Snipe; so we hadn't got very much time!

It was decided that the run should embody all types of weather, preferably in Europe. Among the many suggestions was a run from Paris to Moscow, or back; fortunately, it was shelved. One thing decided was that we would not use any aircraft. This ruled out a London start because one loses so much time getting to Norway, which is about the only "possible" for really bad conditions and fifteen countries. Oslo it was, the aim being fifteen countries in five days. Norman Garrad started on his usual organization, laying on what is now known as the Rootes Group Umbrella, to cover us from Norway to Lisbon. It appeared that the weather was very, very bad right down to Italy.

Garrad and I decided upon a team consisting of Leslie Johnson, John Cutts, of the Rootes Group, master navigator, timekeeper and a generally good man with a car, and David Humphrey, one of the Rootes men who was originally an instructor in the Rootes school, and has a wide knowledge of all the products. This was the first run that the car had ever done, apart from preliminary tests, and I believe no cars had been delivered to the public. It was a standard Super Snipe with 4-litre engine—the entirely new version which made its debut at the London Show. The only special equipment was a recording machine, powered by the car battery, which was used throughout the run to record



Tired but happy on arrival at Villar Formoso, on the Spanish-Portuguese border; (left to right) David Humphrey, Leslie Johnson, Stirling Moss and John Cutts.

Bad weather, but we managed to keep our food down.

We pressed on to Odense, Kolding and Flensburg, by which time we had been through Norway, Sweden and Denmark. In Germany the weather was still very bad, lots of black ice and the going extremely difficult. We ran into heavy snowstorms, particularly towards the Tuesday evening. On the autobahn conditions were very, very bad. There were loads of black ice, and lorries were having great difficulty keeping on the road at all, owing to the camber. At one point, when David Humphrey was driving, lorries completely blocked our side of the dual carriageway, where-

"We just fed it with oil, water and

experiences and the speeches of various people. We also had a rug and a couple of pillows. Apart from these and windscreen washers the car was absolutely "off the line."

We decided not to use chains unless absolutely necessary for getting the car over passes, and we found out beforehand that the most likely difficulty would arise on the Julier pass, in Switzerland. Chains are not too good on tyres and they do restrict speed on snow and ice. The agents in Oslo fixed us up with some super-chains, similar to the English type except that they are fitted quite slack, very easily and with only an outside adjustment; the chain across the tyre has little spikes welded to it, so that the car runs on the spikes rather than on the chain.

We spent one day in Oslo getting final preparations done; the car was filled and greased, the oil was changed, and we were ready to leave at 3 o'clock (2 a.m. English time) on Tuesday morning, December 2. The temperature was 18 degrees below freezing point. One of the officials of the Norwegian automobile club sent us off into the cold night, with somebody just to guide us out of the town.

We got to the Swedish frontier in about two hours, having traversed very icy roads with snow banked steeply at the sides; but we did not have to use chains. The roads were quite clear, although they were hard, beaten snow, deeply rutted. Through Sweden we had much the same sort of weather—plenty of snow and ice, and the temperature still well below freezing point.

Down to Helsingborg, where we caught the ferry across to Helsingor, taking about twenty minutes. Then on through Copenhagen, and then another ferry, a considerably longer crossing this time, from Korsor—1 hr 15 min—to Nyborg.

* Competitions Manager of the Rootes Group.

upon David nipped smartly across the centre strip on to the wrong side, pressed on regardless for about a mile, and so got past the blocks.

We arrived at Aachen late that evening, to find the German Rootes agents ready to help us through customs. The German automobile club had sent a representative down to help with the language, and we got through very quickly. Thence to Maastricht, just inside Holland, and out again into Belgium. All this time the weather was extremely severe; very cold, much snow and ice, difficult conditions for driving. There had been many snowstorms.

It was Wednesday. We left Belgium and arrived in Luxembourg, where we were greeted by Monsieur Pétin, of the R.A.C. of Luxembourg. We had a bite of lunch.

Until this time we were running behind schedule, but were within the five-day limit. The weather had been so bad that our average had dropped down to not very much over 30 m.p.h. We telephoned from Luxembourg to Rome to try to get the Italian authorities to keep the pass open at Chiavenna; although the Swiss customs on the other side of the Julier pass stays open, the Italians close down at night. In fact, we got to Chiavenna just after they had opened, at 6.10 on Thursday morning.

Through industrial France—Metz, Nancy and down to Basle, right on the edge of Germany, Switzerland and France. The weather was much the same, perhaps a fraction warmer, but there were still snow and ice about, and it was well below freezing. In Zurich we had a fantastic reception. We were met by Rudi Fischer, the Swiss champion racing driver, and Willy Daetwyler, who drives a very fast Alfa Romeo, as well as by the Rootes organization. We got into the garage and were met by a bank of floodlights

on one side and a bank of Press photographers on the other. The car was refuelled and washed, while the team were rushed out and given a hot meal and food to take on the rest of the journey. We were given garlands of flowers by girls in the national costume, and it was with great regret that about half an hour later we left a happy throng about midnight (Wednesday), to face the coming Julier Pass, on which we expected trouble, for the snowplough would have been through only very much earlier that day.

After Sargans we crossed into Austria, passed through little Feldkirch and into the tiny principality of Liechtenstein. On arrival we went to get our carnet stamped, because we wanted a record of all the countries. The customs post was also the local police station, which was also the bank. When John Cutts went to try to get the stamp at two or three in the morning, two little men looked very apprehensively through the barred windows and wouldn't let him in. But in the end, with much sign language from outside, they let us in and stamped the carnet; we carried on.

Back into Switzerland to Chur. It was here that we decided that we must definitely fit the chains. So we visited a Rootes garage virtually at the bottom of the Julier pass.

There had been much argument as to who was going to drive over the Julier; everyone wanted to. In the end it came to the spin of a coin, and I was lucky.

Over the Julier

The pass is about 7,300ft above sea level, and is kept open, if possible, by snowplough. But the plough had not been through for many hours. Owing to the fairly high wind on the mountainside the road was buried in places with deep drifts of snow. Many times we had to engage bottom gear to force our way through snow up to 18in deep. We found the chains a necessity. Anyway, we managed to keep going steadily, crossed the summit and tried to make up a bit of time going down the other side and then over the Maloja pass to Chiavenna, at the Italian border.

We went through the frontier without trouble, in spite of the early hour, and were now on our way to Bergamo.

From here the weather was a complete contrast; the sky

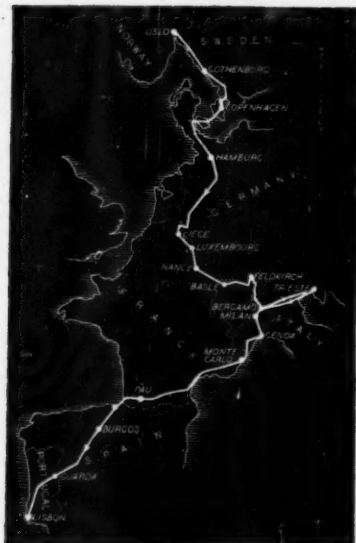
was fairly clear and we lost all the snow, although it was still fairly brisk, especially in the early morning. The roads were ice-free and we looked forward to being able to make up the time we had lost on our higher, four-day schedule. We were still in time for the five-day schedule, but we wanted to get to bed!

At Bergamo we joined the autostrada and made up a little time; not very much because we had been going for two days, and to make up even one mile an hour takes a considerable time after such a long period. From Brescia we went on the very fast but cycle-infested road through Verona, Vicenza, and along to Trieste. When we reached Trieste, we were again met by Rootes agents, and they helped us through the many customs formalities. We entered the International Zone. A motor cycle escort accompanied us through part of the territory, and then we entered on a very fast, very wide, and beautifully metalled road, which went high in the landscape so that we caught the wind that comes up the Adriatic. This was really quite troublesome, as we were pushing the car now, at well over 90 m.p.h. But we arrived safely at the Yugoslav border. It was here that I had my first glimpse of the red—or perhaps pink—territory, and we went along to the customs frontier; I wanted to take a picture of the customs officer standing beside the car, but he wouldn't play.

We just rolled the car into Yugoslavia, decided we had seen quite enough, and backed out again smartly. We then had a quick lunch in Trieste—this was still Thursday—because they had laid on so much that we felt we just couldn't leave it, although we were very late. Then away, retracing our steps through Vicenza and Bergamo, then into Milan, to the most fantastic service station that I have seen, with every type of washmobile machine, rubber-floored workshops, and everything that goes to make a really efficient depot.

It was now evening, and already dark, and they had prepared for us a large supper, which, unfortunately, we just could not stop to eat, for we were now five and a half hours late on our "high" schedule. We were, of course, well within the five-day schedule. Just as we were leaving a great parcel was thrust into the car. When we felt it, it was quite

petrol, and pressed on . . ."



The route was snow- and ice-bound all the way from Norway to Italy. Here the Super Snipe is seen in wintry conditions during the early part of the run, over which it averaged about 30 m.o.h.

FIFTEEN COUNTRIES IN NINETY HOURS continued

A rapid stop for refuelling, and the Super Snipe is away again through Sweden. Stirling Moss scratches his head as he talks with the garage attendant.



hot. We wondered what they had put into it; and what should it be but a wonderful hot roast chicken. This was soon torn into bits, devoured and the bones thrown out. At the same time they had given us packed meals, as we had decided that from now on it would be impossible to leave the car if we were to get to Villar Formoso, just over the Portuguese border, in the time we had set ourselves on our "high" average.

From Milan to the Portuguese border is about 1,200 miles, and we left ourselves just under 24 hours in which to cover them. This was to include the very difficult Milan-Genoa-Nice road, and then through the south of France into Spain.

Well, Leslie Johnson set off at a cracking pace, and we got to the start of the autostrada for Genoa in just under an hour, having averaged well over 60 m.p.h. We pressed on through that great city, and along the Côte d'Azur—or the Italian Riviera, I should say—and across into France at Ventimiglia. The customs were very co-operative and let us through rapidly. We came into Monaco late at night. There was nobody around at all, but we had once again to get our stamp. We managed to find the police station, and met quite a few enthusiastic motor racing people connected with the police force there, who stamped our carnet after finding keys to get the stamp from the safe. And we lost only ten minutes.

Diversion Avoided

Just before Aix-en-Provence, we came to a diversion where the road was up. We had had previous information, but it would take us over about 60 kilometres as a diversion. So far were we behind time that we decided unanimously to force our way through the obstruction and see what lay ahead. We went through—and it was just as well that we did. After about three or four miles, we came to a little village where the road was completely up. The Super Snipe managed to get past this, with much jolting, and then there came a crossing. The road ahead was completely blocked with cement mixers and heaps of stones; so we took the left turn, did about 500 yards, and were back on the road again without losing more than five minutes.

We pressed on through Arles and Montpellier, virtually following the coastline, and then came to Narbonne, where we struck out into the northern slope of the Pyrenees. We ran right along the side of these mountains, not on a mountainous road, but on our left were the beautiful slopes covered in snow and on our right the lower lands of France.

Through Tarbes and Pau to Bayonne we were hurrying; at Bayonne we met the Atlantic and turned down through Biarritz and across the border into Spain. At the Spanish customs, where there are always a lot of formalities, we unfortunately lost a good fifteen minutes.

After San Sebastian we had to cover a bit of hilly and twisty road through Vitoria. But gradually the road got better. We were on the N1 of Spain, from Biarritz to Madrid. We followed this for quite a long way—a very good road, wide and fairly straight. But then suddenly it stops and narrows into a country-type twisty lane winding up over the hills.

The traffic in Spain was sparse, but we did have great difficulty with lorries, because they would get in the middle of the road, and just wouldn't move over. Between Valladolid and Salamanca—a fast stretch—Leslie Johnson was driving, and we were clocking between 90 and 95 miles an hour. Suddenly two donkeys came out from behind a few rocks by the side of the road, with men with them, and went straight across the road at about one mile an hour. This caused slight consternation in the car, but we just managed to avoid an accident and pressed on again through the wonderful little town of Salamanca.

John Cutts had been working out our average all this time. We had dropped down a bit on the 50 m.p.h. schedule, owing to the twisty bits of country, and we were faced with the necessity of having to average 64 m.p.h. for the last three hours—which Leslie Johnson proceeded to do, bringing us in with precisely one minute to spare.

It was Friday night. Our total run, 3,280 miles, from Oslo to Villar Formoso (the Spanish-Portuguese border) had taken 3 days 17 hours and 59 minutes.

We had only one tiny piece of trouble with the car throughout the whole run—and that was a puncture, which was just one of those unfortunate things. Apart from that, we never had one single involuntary stop with the car. In fact, I think it is proof enough to say that, the Super Snipe having averaged 36½ m.p.h. for 90 hours, no time could possibly have been spent doing anything to the car. We just fed it with oil, water and petrol, and pressed on very fast. Many times we kept the speedometer over ninety for a quarter of an hour at a stretch, and sometimes even more. I think that the Rootes Group are to be congratulated on many things over this run, but I think it was brave of them to announce it beforehand, especially bearing in mind that this model is absolutely new. They put this car out, and

we thrashed it through all the countries under conditions that were just as arduous as the Alpine and Monte Carlo rallies put together. The car came through with flying colours. The suspension is quite one of the best I have ever experienced. It is very smooth, and had no pitch or roll—which was a great help to us in trying to snatch the few occasional hours or minutes of sleep that we did get.

The team of four was split up as follows: Leslie Johnson semi-paired himself with David Humphrey, and John Cutts and I were also together. But later on, of course, this went by the board, and we found that I was with Leslie, or David was with John Cutts. We just went as we felt we would. We all agreed on one point: if we felt the slightest bit tired we would immediately hand over to another driver, and get in the passenger's seat or in the back and sleep as far as was

possible. It is very difficult to sleep on this sort of run, and if ever one has the feeling that one can sleep then it's best to take the opportunity there and then, and not wait for an off-spell. The car has a bench front seat, with an arm rest in the centre, which we normally kept down, so that the driver had a seat of his own, and the passenger was in a comfortable position; it was thus possible to doze off.

We had a heater, which was extremely efficient, but we found it better to use only the defrosters and as little heat as possible; too much heat is inclined to make one's eyes sore. Therefore, we wore rather more clothing than was perhaps necessary, so that we could manage with the least possible heat. When one has been going for 60 or 70 hours with perhaps only a couple of hours' sleep, bodily resistance is very low, and one feels the cold considerably.



Carefree and happy now that journey's end is reached; the car and its crew at Villar Formoso.

10,000 MILES IN 14 DAYS

WHILE the Humber Super Snipe driven by Moss, Johnson, Cutts and Humphrey was traversing fifteen countries of Europe in 90 hours, Mr. George Hinchliffe, 41-year-old Bradford garage owner, was speeding from London to The Cape in a similar car. With him were Mr. R. Walshaw and Mr. C. A. Longman. They covered the 10,000 miles in 13 days 9 hours 6 minutes, thereby reducing by 8 days 10 hours 39 minutes the time taken by the Hillman Minx captained by Mr. Hinchliffe in January of this year. The Super Snipe left Hyde Park Corner at 10.15 a.m. on Wednesday, November 26, and arrived at Cape Town at 7.21 p.m. on December 9.

The Super Snipe was a normal production model, one of the first of the new version introduced at the recent London Show, and apart from a luggage rack, two extra head lamps and an extra 30-gallon petrol tank no alterations had been made to it.

Spur of the Moment

Mr. Hinchliffe has the spirit of the true adventurer. "I was getting restless again," he said, "and one day at the Motor Show in October I decided there and then to have another go." In keeping with this spirit, he was reported to have left Cape Town for the return journey to London in the early hours of December 11.

Grimmest moment of the trip south was when the additional petrol tank was punctured by loose equipment within the car, four hundred miles from anywhere in the Sahara Desert. The only remedy was to transfer the petrol to another container, and the only other container was the drinking tank. This was drained and the petrol was transferred.



The trans-African travellers at Cape Town on arrival from London. Left to right, Walshaw, Hinchliffe and Longman. Not long after this radio photograph was taken they were on their way back.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

So There!

DON'T blame this one on me, but on the gentleman who is responsible for the heading *From Handicraft to Machine Art* in a recent publication.

As soon as you find such suspicious features in any machine form, as in the constant restyling of the less essential parts of a motor car, you know that the canons of conspicuous waste, dear to the business man and the newly rich, have gotten the better of the canons of economy and function; and that somebody is picking your pocket of money you might use for better purposes under the pretext that he is furnishing you with art. The current name for that particular perversion is industrial design.

♦ ♦ ♦

Fog

THOSE who were out in the fog during the December 6 weekend will agree that it was one of the worst in memory. On the Friday evening I left London at 6.45 p.m., and at half an hour before midnight I had covered 35 miles along the Thames Valley. It is fortunately rare to find oneself under a street lamp and yet not able to see the source of the ghostly halation. The kerb had long since gone and we had only the central white line to guide us.

The opportunity is fitting to pay tribute to the professional drivers, with whom one occasionally quarrels. We

♦ ♦ ♦

TO those who agree with him, to those who disagree with him, and to all those who, like the winter robin, remain perched on the fence, The Scribe wishes a Happy Christmas (and a bright New Year of similarly stimulating acquaintanceship).

♦ ♦ ♦

were led first by a Green Line coach, and after that had turned off a gravel lorry took over; movement was confined to twenty yards at a time and then a reconnaissance on foot. Finally, the lorry strayed to the wrong side of the road and we dismounted to steer him back again with cries and torches. In the meantime a van driver passed by on the inside to take over the lead because the gravel lorry's radiator had frozen. The driver helped us all past his derelict (and it was quite an adventure skirting it), and we were forced to leave him to a lonely vigil. The van driver was waiting. "Are you with me?" he called. The shout of "Yes" ran down the invisible line behind me. Then followed the most brilliant bit of driving I have seen for many years. The van driver opened his right-hand door to keep track of the white line and drove on at over 10 m.p.h., deftly braking and swerving when lamps loomed up ahead of him; the road was

strewn with abandoned vehicles. I reckoned that if I followed true in his tracks I could only hit him, and I did not dare drop back, for at a car's length the outline of the van body had disappeared and only the rear lights glowed. When the driver finally turned off at Staines Bridge there must have been others besides me who would have liked to have stood him a drink.

♦ ♦ ♦

Last Lap

AFTER that a Tate and Lyle "heavy," which we had caught up, took the lead and the journey slowed again. Once or twice we all dismounted and discussed our whereabouts and the route ahead. The helpfulness and good humour were heart-warming. Finally, the fog lifted a bit, I left the convoy along with one or two others, and by this time the road edge was visible and we got along nicely. A late night and an interesting experience; on my own I would have had to abandon ship on the earlier stretches.

♦ ♦ ♦

Hallucination

THE effects of driving for a long time in such a fog are disconcerting. When we were edging forward in first gear and stopping frequently there was nothing stationary visible by which we could judge whether we were moving or not. The brakes went on when the stop lamp of the vehicle in front glowed, but several times one found that the car was still moving after one thought it had stopped. The brake linings themselves, cold and damp, grabbed like sin as the pedal went down, which was unhelpful with ice underneath. Conversely, one felt sure that one was moving when, in fact, the car was stationary, and the foot jabbed at the brake in a cold sweat before one remembered that the hand brake was on. A passenger is a comfort on a night like this.

One earlier instance of "heavy" co-operation needs recording. After losing myself out in the centre of the Portsmouth Road in the neighbourhood of the K.L.G. factory, I got back too far over and found myself stationary next to the kerb with a heavy outside me. "What a night!" I called. "All right for us," they answered, "we get paid for it." Then, as there were sounds of movement in front: "You going down the by-pass?" "No," I replied. "I'm in the wrong lane; I'm turning right." "All right," was the response. "Come in ahead of us when we move off." It was a pleasure to be benighted with drivers like that.

Ice Detection

ICE is not particularly intimidating in normal country, but the danger lies in not knowing whether there is ice or not. To stop and try the surface with the foot has point, except that the precise spot at which one stops may not be affected; to proceed as for ice may mean an unnecessarily tedious journey. When ice is suspected, I usually take its presence as read if the car does anything that strikes me as peculiar; an instance will show what I mean.

With the temperature hovering around 32 degrees the other morning the main road was suspect. For some miles, however, there seemed no ice about, and then, as I went over a well-known hump on a bend, the front of the car gently and precisely moved over a foot, after which it proceeded normally. At the speed I was using



Try the surface.

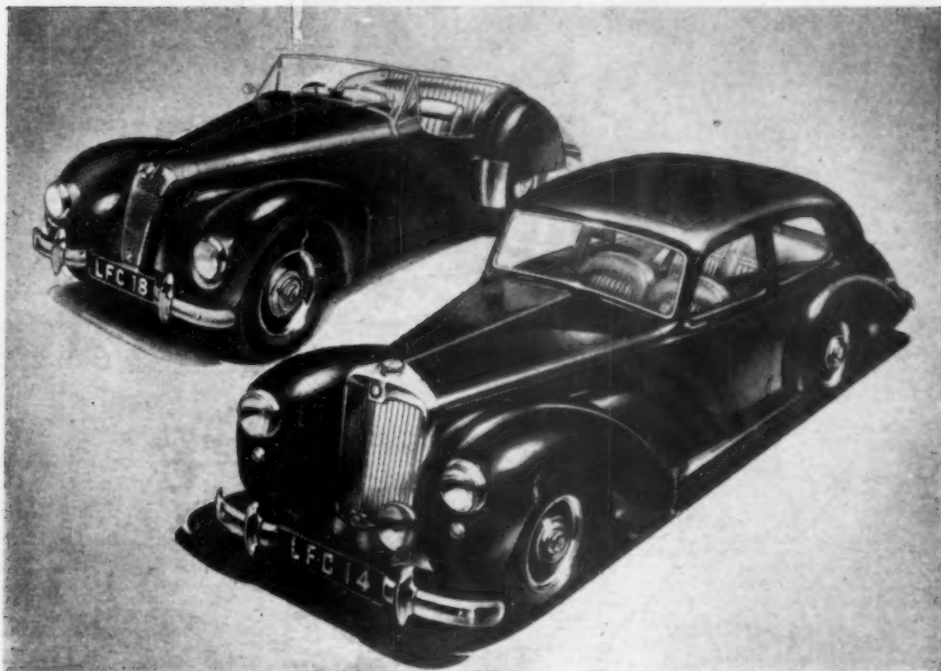
this could not possibly have been a normal front-wheel skid on a dry surface, and was therefore most likely to be ice betraying its presence. Such symptoms are useful, but it goes without saying, of course, that one has already suited the speed to the circumstances, which are that there might be ice about.

♦ ♦ ♦

Crux

THE crux of ice driving is delicacy. Delicacy of throttle use, delicacy of braking, delicacy of turning the steering wheel, and so forth. An inevitable accompaniment is the speed adjustment that permits the delicacy, which does not mean a prolonged crawl. Monte Carlo rally drivers are used to high speed on ice, and in a straight line on a not heavily cambered road it is safe enough, provided that you remember how long it will take to pull up. If you recall, Stirling Moss remarked after this year's Monte Carlo rally that driving the Sunbeam-Talbot on ice at 50-60 m.p.h. was just about like handling a Grand Prix racing car at double the speed, so ice gives the ordinary motorist a chance of experiencing the sensations of a Grand Prix driver. But he should be very highly capable before he takes advantage of the opportunity!

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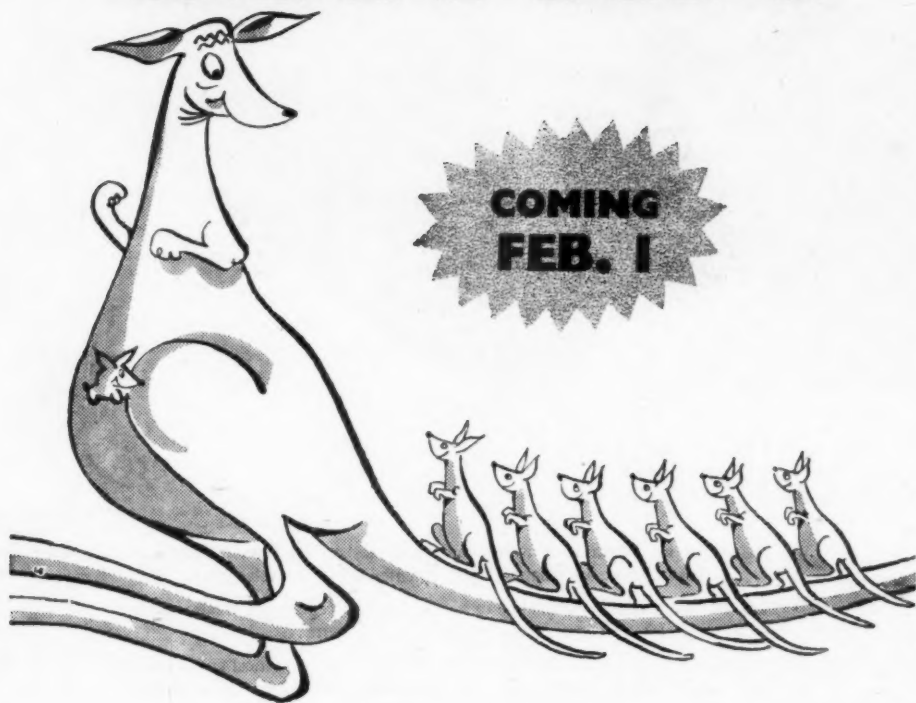


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LONDON'S MAGNIFICENT NEW HALL THE SETTING FOR B.R.D.C. JUBILEE DINNER

H.R.H. the Duke of Edinburgh is greeted on arrival at the Festival Hall by Desmond Scannell and George Abecassis.



Dr. and Mrs. J. D. Benjafield welcoming some of the guests.

FRIDAY, December 12, 1952—that is a date that will long be remembered in the annals of the British Racing Drivers' Club. On that day, the Club officially celebrated its Silver Jubilee, and in the evening held a banquet and ball at the Royal Festival Hall; this was the most ambitious and lavish motor racing function ever seen in this country, a scintillating occasion before a distinguished company.

As the long stream of cars and taxis swept up the approach road and round the corner to the Festival Hall, the lights blazed out to welcome them in the crisp chilliness of the December evening. Inside, the tables had been laid on the H-shaped raised balcony surrounding the dance floor: members and guests, over seven hundred people, were to attend the dinner. Soon the cocktail bars and overhanging balcony were crowded with the famous names in motor racing, past and present; a laughing, chattering company in suitably festive mood. But all too soon came the stentorian tones of the toastmaster, summoning everyone to take their appointed seats, for dinner was served. Already, the orchestra of the Coldstream Guards, conducted by their Director of Music (Major Douglas A. Pope, A.R.C.M., p.s.m.), was busy dispensing soft music as a background. Then came a pause; a fanfare of trumpets from the Guards trumpeters, and everyone's eyes turned to the stairs at one side of the hall.

FESTIVAL of RACING

This was a proud moment for the Club. Down the stairs and along to take his place in the chair, came the President-in-Chief of the B.R.D.C., H.R.H. the Duke of Edinburgh, K.G., K.T. He seated himself composedly under the illuminated B.R.D.C. badge, while above either end of the long table idly swung the ingeniously contrived "mobiles," of which the component members were the different international racing flags. Then the spell was broken; the orchestra recommenced its activity, and an orderly horde of waitresses dashed forward to serve the iced melon with which the banquet commenced. This was followed in due course by turtle soup, *sole Waleska*, roast pheasant, peaches St. George and coffee, with a suitable accompaniment of wines and liqueurs—and even Coca-Cola, for Stirling Moss and other devotees of that transatlantic delicacy.

recent years, concluding with a couple of anecdotes about well-known drivers. And then, as the toast was drunk, the curtains behind the dance floor were drawn away—and through the glass side windows came the sight of a firework display, a brilliantly coloured set piece with, as its centre, an enormous B.R.D.C. badge! This was indeed a remarkable effort.

The response to the toast was made by the President-in-Chief in person. In an admirably conceived and delivered speech, His Royal Highness set the right note from the start by remarking that although it was the Club's Silver Jubilee, he was greatly cheered by the fact that it was one of the few organizations with which



The dinner, and the loyal toast, now past, another fanfare heralded the proposal of the toast of "The Club." This was most ably carried out in good English by M. le Comte Hadelin de Liedekerke-Beaufort, the President of the Automobile Club de France; that he should have come to England to attend this dinner and undertake this task is a compliment to the Club and an indication of the interest aroused by its jubilee all over the world. Unfortunately this, and most of the subsequent speeches, suffered somewhat from inaudibility in most parts of the hall; this was no fault, let it be said, of the organizers, for the loud-speaker system (which was, frankly, inadequate) is part of the installations of the Festival Hall. M. le Comte, to return, spoke briefly of the reputation enjoyed by the Club abroad, and the rapid growth of its responsibilities in



The toast of the Club was proposed by M. le Comte Hadelin de Liedekerke-Beaufort, President of the Automobile Club de France.

FESTIVAL of RACING

— continued —

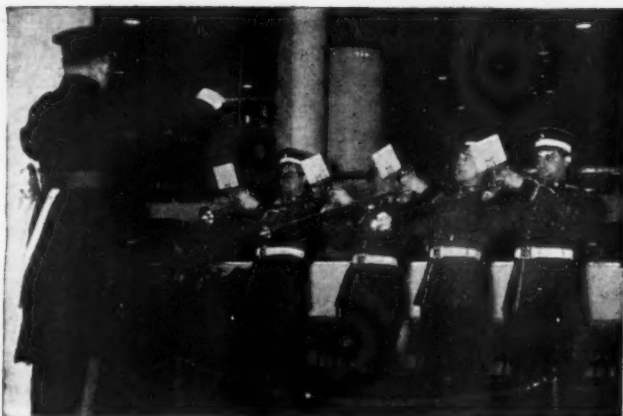
he was connected which were younger than he was! In more serious vein, he went on to comment on the immense growth in the popularity of motor racing, and the great names to be found on the roll of the Club's members. He spoke almost ruefully of the fact that the only formula in which this country was supreme was that in which the competing cars were powered by motor cycle engines, and stressed the importance of racing, in that it might not directly sell cars, but it formed an admirable shop window to concentrate attention on the products of this country, not only of the automobile industry, but also in every field.



The toast of "The Guests" was proposed by the Club's President, the Rt. Hon. the Earl Howe, P.C., C.B.E., V.R.D., who has held that office since 1929. He commenced by saying that he had had only one instruction from the Secretary concerning his speech: to buck up and shut up! This he proceeded to do to some purpose, while paying tribute to the distinguished visitors, who included the presidents of, besides the A.C. de France, the Royal Dutch A.C., the chairman of the R.A.C., Prince and Princess Chula Chakrabongse of Thailand, and many more. The response came from Mr. T. Blackburn, director and general manager of London Express Newspapers, who paid a graceful tribute to the President-in-Chief. He then spoke of Silverstone, deprecatingly referring to the part played in its recent development by the *Daily Express*, giving assurance of continued support and backing this with the announcement of a gift to the Club of £5,000; in his view, he said, any expenditure at Silverstone was more than worth while as it had enabled him to address two Chief Constables as Percy and Tom!



A general view of some of the tables at the dinner.



Each speech was heralded by a fanfare from the trumpeters of the band of the Coldstream Guards.

There followed the presentation to Stirling Moss by the President-in-Chief of his third successive Gold Star. His Royal Highness stressed the fact that to win the Gold Star in three successive years had been done only once before, by Prince Bira; incidentally, of course, Stirling Moss is the first driver of British nationality to perform this feat. In his admirable reply, Moss thanked all those (not forgetting the mechanics) who had enabled him to win this award, which had long been his ambition. He also remarked that he felt extremely lucky to get it, referring to the struggle between Mike Hawthorn and himself before the end of the season, which was terminated by the latter's unfortunate accident in Italy.

Now the dancing commenced, to music provided by Edmundo Ros and his rumba band and Van Straten and his orchestra. Shortly after midnight came the cabaret, which included a remarkable trio known as Jo, Jac and Joni as well as Peter Ustinov and Jimmy Edwards; the



Old friends meet once again—S. C. H. Davis and George Duller.

announcements were made, appropriately, by Billy Cotton, himself a member of the Club and formerly a racing driver of renown. Later still, each guest received a large cardboard box containing a vast variety of gifts, each presented by a firm intimately connected with motoring. These included two different kinds of ash-trays, a miniature sparking plug, a bottle-pourer, a bottle-opener and corkscrew, a miniature bottle of hydraulic brake fluid (in reality a liqueur), a brush, the handle of which contained comb, scissors, nail-file and tweezers, a note tablet, a book match holder, and a miniature copy of *The Autocar* (Special Edition), containing a potted history of the Club. In addition to these and other gifts, each lady received a special B.R.D.C. scarf on which appeared the Club badge and plans of famous racing circuits. *Embarras de richesses!*

Thereafter the festivities continued until shortly after 3 a.m., after a bacon-and-egg breakfast.

Truly this was a wonderful occasion; and no man could deserve more than Desmond Scannell, the tireless secretary of the Club and principal architect of the evening, the three hoarse cheers which he received from everyone present at the close of the party.



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Guinea-pig towards trying to settle whether the pre-war good car was as good as one now considers the 1939 six-cylinder Lagonda.

TODAY and YESTERDAY

A MISCELLANY OF MOTORING INSPIRED BY THE PRESENT AND THE PAST

IF there were no perfervid enthusiasts for cars, distinct from mere users of them, there would be correspondingly less reason for *The Autocar* to exist. The outlook continues, even strengthens. The body of motorists thus described may not now be greater in proportion to the total number of car users as compared with before the war, but it is probably greater absolutely. Therefore, there is no need to apologize for recording something of what recently turned out to be a glorious week of cars and motoring, reminiscent of days of before the war when this journal's car tester of those days sometimes had a benefit week and sat in cars from Monday morn to Sunday night, and never the same car twice—or so it seemed.

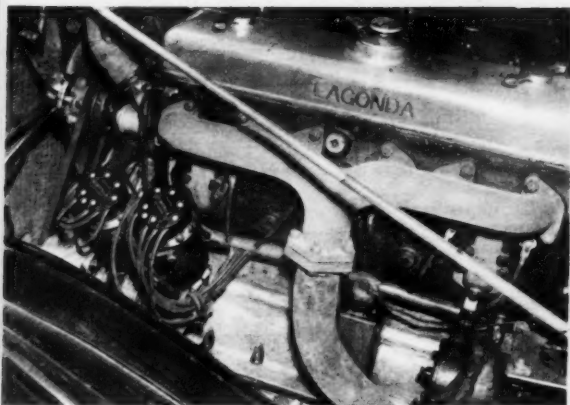
It began with a venture into vintage days. Hardly that, the true "vintagent" might object, when told that the car in question went no farther back than a 1939 model 4½-litre six-cylinder Lagonda of the type representing the W. O. Bentley influence when he was with the former Lagonda firm, then at Staines. But there was purpose in sampling it while it was with this journal for "Used Cars on the Road" purposes. It was to be a guinea-pig towards trying to settle the question whether the good pre-war car was as good as one now considers it in relation to some of the better current machines. Is to think that way a sign of the "long white beard" sprouting; part of that glamorizing of the past that is inevitable and on the whole probably a good thing?

This particular Lagonda has had its attention in the used car test report already published. Its speedometer showed

some 65,000 miles. For the desired flash-back it was a good example. This erstwhile tester of cars went out of his way to include Lagondas in his repertoire in pre-war days; it was one of those makes deliberately sampled as often as possible, on a par for interest with others, such as Alvis, Hotchkiss, Lancia and, of course, Bentley.

It was with a certain atmosphere of savouring good things of the past that he climbed into that driving seat, noting on the way, and still more when he first got out, the wide and almost obtrusive running board. It was dark. It always used to be when he essayed the most interesting and exciting machinery. There was a mass of minor controls. But he had been reminded in advance of a complex ignition switch with three positions, resulting from twin ignition—first position for one bank of plugs, the next for the opposite bank, and a final position for both together, thus allowing the behaviour of both sets of plugs to be tested. Also he had been primed on the fact that the hand-brake lever was apt to fly off and smartly to trap the driver's fingers against the floor. A real gear lever, solid and uncompromising; much bonnet. Of course, it poured with rain. Again, it always used to, especially for this type of car when on test.

No real conclusions could be drawn until a run in daylight the next day. Instantly the most striking of these was the lack of effort on a top gear of 3.58 to 1, giving much or all of the effect of an overdrive. This motor car felt exceedingly solid, and so it could, weighing the best part of two tons in running trim. With cars of any age, when one is accustomed to the newest and most petted, one is sus-



Twin ignition by Scintilla vertical magnetos, with a set of plugs on each side of the six-cylinder engine which was basically a Meadows unit.



A mass of minor controls... an ignition switch with three positions (at the top of the left-hand grouping)... a big wheel where this driver happens to like to have it.

TODAY and YESTERDAY continued

picious of brakes in particular. But here was all the stopping power that could be wanted within the speed range used. Admittedly, the full performance was not used.

Flash-back of memory to times when just such a car was run fast to the West, and even faster back at night over a route of which a sketch map could be drawn showing the bends and the side turnings. To assist the process, the Lagonda was headed towards a friend in rural Buckinghamshire, on the top of the Chilterns, who used to help in the assessing in those days to which, in personal recollections, this machine belonged. Together we tried it afresh, analysed and dissected. His own reckoning has perhaps been upset of late by a great deal of motoring in one of the more popular types of car, which he drives as fast as its suspension and brakes allow, as if it were the "two-three" Bugatti that I can recall his hurling along some sixteen years ago and describing, from the point of view of a then Norton rider, as the nearest thing he had experienced to a race-bred motor cycle on the swerves. But not altogether has his judgment been warped by a more proletarian mode of transport in later years.

Forgetting the Gear

That lack of effort was the principal impression of the Lagonda. A slightly flagging 50 up a long slope was readily changed on third—so close a ratio at 4.48 to 1—to an easy 55 without the engine speed seeming to alter. Around town streets second was the gear, and you were apt to forget you were on it, for still the revs did not mount excitingly. The steering had lost some of the precision remembered in its youth, but it wasn't floppy. One sat high in that masterful way which does not seem to be easily reproduced now, with a big wheel where this driver happens to like to have it. There was no question of rubbing elbows with the passenger. One liked the "two of everything" equipment—fuel pumps, plugs, as already mentioned, even horns with soft and loud notes. And those practical features which have not always been preserved even where cost is not studied to the third place of decimals of a penny. For instance, reserve fuel, a battery master switch—incidentally, apparently temporarily non-effective; a separate switch for most things electrical, and yet a suggestion of "busyness" among the minor controls avoided, though they could be criticized for being placed over to the left, involving quite a reach across, when it seemed that they could have easily been on the right; and, again, a rear window blind.

Here I interpose the remark that the acceptance of the virtually universal omission of that feature from the post-war car puzzles me. No younger driver I know seems to deplore its demise except on a few cars today, and not all of those of my own phase of the game seem to mind. It is a personal peculiarity, apparently, or a trick of eyesight at night, to mind being illuminated by those one overtakes—or is about to be overtaken by! It is no answer to suggest tilting the mirror temporarily. There are better things to give one's attention to in controlling a car at night.

Better or Worse?

It is no place here further to dissect the Lagonda in detail. Probably, coming whence it did, it represented a fair specimen of its type, at its mileage. It showed no evidence of having been knocked about externally. The interior had mellowed, to use a kindly term. It would be impossible from such an experience to argue to the general that a pre-war first-grade car costing then in the region of £1,200 was better or worse than a parallel car of today. It could be debated whether in fact there is quite a parallel today; that is, a car of comparable overall dimensions and performance capacity, at a price decisively below that of the "best" of its day. In one sense the 1939 Lagonda was entirely modern in that the design staff infused by W. O. Bentley into the then Lagonda establishment of the later years at Staines gave it torsion bar independent front suspension, which at that time put it ahead in a design sense of at least one of its contemporaries it would not be difficult to name.

But they had to deal with the limitations of a by no means new design of long-stroke engine (120.6 mm) that could not safely be allowed to indulge in revs above 4,000. So they geared it high, the very feature which one now commends as its most striking being, indeed, of the virtue out of necessity category and a compromise, as is so much of car design. When he came to the V-twelve-cylinder, which was his own show, and not the re-dressing of an existing model, "W.O." went near square, with its 75 x 84.5 mm bore and stroke—almost as modern as the moderns. But still he geared high. Battleship this Lagonda felt, but a very civilized battleship, and not lumbering or specially heavy on the steering.

The experience proved nothing in an important way; nor was it expected that it would. We all know that there were good things before the war, and the most died-in-the-

wool "vintagent" would never admit there has been anything good since, of course; but he is more vocal than numerous, bless him.

Next switch-over in that crowded week with which, you remember, this started was to the latest variety of Morris Minor four-door saloon with the overhead-valve engine as used at Cowley, with an S.U. carburettor. It endeared itself instantly, and is the perfect complement, looking at motoring rather lavishly for a moment, to a sports car in the stable. But that is not to dismiss it lightly. It could hardly be more pleasing for general purposes and would represent the light of heaven to thousands of people if they could obtain it in this country. Its advantage over the side-valve Series M is really marked—more so than figures on paper can convey. The lower gearing is a thing the pure specialist in motoring, prepared to use a gear box, may regret. He would sooner have the old top gear and a higher third; but for majority purposes there can be little doubt that the ratios are just about right.

Torsion Bars Again

The latest Minor takes itself along at a near 60 with surprisingly little fuss, and its rack and pinion steering is as near perfect as no matter, in conjunction with the layout of the torsion bar i.f.s. Torsion bars, again, thinking of the Lagonda. No reference to the Minor as being a perfect complement to a high-performance machine in the same family is to be construed as suggesting that it was not taken seriously as a full-scale car. Its averaging capabilities are extremely useful, helped on a busy road by its dimensions, as always in a small car, a factor which can often outweigh slower acceleration compared with something faster overall. It was parted from with regret, and that is not a remark put in to please the people at Cowley.

From there the motoring miscellany switched to a Standard Vanguard station wagon or estate car, familiar as regards engine and chassis. An initial night journey in rain was not helped by the facts, in one instance reported by the driver handing over and in the other not, of the dip switch not dipping unless you held your foot hard on it, and of the wipers having to be encouraged in their flagging efforts from time to time by on-offing the switch, a peculiarity of procedure that had to be applied with increasing frequency as the journey developed. Purely individual faults, of course, irritating but not difficult to cure, but reviving in the mind an over-lunch question that very day, debated with some keenness, whether we are really progressing in the reliability of ancillaries. You can drive twenty different makes over a period of months, and not have any of these annoying lapses; and the next half-dozen cars may each suffer from some trouble with an auxiliary, easy to diagnose—it usually stares you in the face—but time or money taking. Nor is the criticism necessarily to be levelled at

the Vanguard in particular, for similar difficulties could have arisen on any comparable car.

This Vanguard gave fresh experience of the station wagon as a type, and more ammunition to the view that this is really for many people the most all-round useful form of car in production. In no way does it fall short of the equipment, accommodation or road feel levels of the saloon model, yet it has great carrying capacity with the rear seat folded down, and exceptional luggage space even with that seat in use, and space that is reached more easily than in an ordinary saloon, through the pair of rear doors. There was a time when this style of body rattled—I remember a most useful specimen before the war that was abominable in this respect, and another more recently in which the front passenger got wetter in a twelve-mile run than was believed to be possible in a closed conveyance; but the good sample today has everything the saloon has got and no disadvantages that have become apparent to this observer, now that it has the same speed law treatment as a normal saloon. The Vanguard happened to be present at a moment when it was pressed into service for a shifting task that would have been beyond the space capacity of any ordinary saloon, unless one had been prepared to sacrifice the roof paint, and showed in even a very short time its great possibilities.

Next a visit to one of the bigger factories gave the opportunity of seeing that the "back room" housed many of its foreign rivals, as well as cars not directly competitive at present with its products. It would be good for some of those who like to aver that British firms are backward in studying foreign competitors' methods if they could have similar evidence of this alertness and recognition that another country may be doing a good job. Among other things, this visit gave the unexpected chance of sampling the very latest in V-eight Cadillacs, with the current variety of two-stage Hydra-Matic automatic transmission and Saginaw power steering.

Allergic to the Kerb

In the circumstances of a restricted run the steering held more interest even than the transmission. This erstwhile test driver, in a car full of the factory's executives, was virtually betted on climbing into the vast affair that it was impossible to draw it up at the kerb within less than eighteen inches, even on the left side with left-hand steering. Challenge naturally accepted, and money would have been lost if it had been taken as far. Run as you might at the kerb even on the easy side, until you expected at any moment to be ricocheting off it, pull up and open the door hopefully, and you found that they were right, even with their greater experience of the monster, and that there was apt to be a chasm 'twixt kerb and wheels of at least two feet.

But before this exercise was put into effect the assembled car load, having had at lunch the benefit of your erstwhile



Very latest in V-eight Cadillacs, with power steering.

TODAY and YESTERDAY

continued

tester's views on the present-day preference for signal lights on the facia over dials formerly serving the same end, had the satisfaction of seeing him drive off, having obtained the correct position on the Hydra-Matic selector pointer on the steering column and failed to collect the door posts on leaving the experimental shop in reverse—with the hand brake on, as shown to the glee of all by a brilliant red signal light in front of the driver. So little did the 190 b.h.p. engine with five hefty bodies aboard make of a trifle such as that. Obviously, an emphasis on the previously made point that proper instruments are studied and signal lights not so effective!

At the first roundabout some opinion could be formed of the power steering. In another American make the number of turns required from lock to lock has been reduced when this aid to control has been provided, but this does not apply to the Cadillac. Too fast, really, for the type of suspension, the Cadillac wound through rather snappily, backed up on the other side of the wiggle by plenty of self-return action. Broadly, in a brief experience, it was difficult to tell that the steering was not wholly manual, but no intricate kerbside parking was involved. It is for such occasions that the installation is largely intended, of course, and for the woman driver, or so it is said; but men owners are likely to be impressed as well when a car reaches these overall dimensions. Hydraulic power for the steering aid comes from a pump mounted high under the bonnet and belt driven from the same pulley as the dynamo. Other impressions of this up-to-the-minute U.S. creation were of the efficacy of the fresh-air heating system in the rear as well as the front seats, derived from multiple heater units, and of the power and tone of the radio, which, however, is an accompaniment to motoring that this driver can always do without, and is not therefore competent to judge.

Back to the Faithful

Still in the same week that happened to be fruitful in the motoring sense above the ordinary of these days came half a day in the personal Mark V Jaguar. Half a day because the faithful car was to be left with its makers, in temporary exchange for the actual left-hand drive, export only, XK 120 coupé, with special equipment, 8 to 1 compression ratio, twin exhaust system and wire wheels, that this journal—but not this writer!—timed at 121 m.p.h., with 0 to 100 m.p.h. in 28.2 sec, on the Jabbeke road in September for *The Autocar* Road Test that has appeared in the meantime. The Mark V, heading for home, disgraced itself and its driver by indulging, under provocation, in a more extensive slide on a sudden piece of hard ice where the brakes were needed, and where previously had been more or less innocuous slush, than it has ever before

displayed. Without excuse being offered, brand new tyre treads are thought to have had some share in the matter. A more notable *volte face*, incidentally, than its driver happens to have had since he faced about some twenty years ago in a front-drive Tracta, a f.w.d. experience before there was a Citroën traction *avant*, and a gymnastic achieved for no very apparent reason, with singular neatness and despatch in a road barely wider than the Tracta's wheel-base. In passing, the Mark V—now obsolete, of course, in favour of the overhead camshaft-engined Mark VII Jaguar—has been singularly free from the annoyances of auxiliaries giving petty but fundamental trouble on the lines mentioned earlier. It never ceases to be a source of wonder, as one operates one of these cars on a daily basis, how so much can be given in equipment and performance for so relatively little; and the thought applies even more strongly to the Mark VII.

Traditional Weather

Of the Lagonda earlier it was remarked that it always rained of old when taking over such a car for trial. For the Jaguar XK it froze and fogged as Coventry was left for the South. And at the moment of writing some days later it had done little else, though hope still lived that winter would relent. Enough has been seen, however, to supplement experience of the XK two-seater some two years ago, and to underline the view that it is a car of the century. Its public performances show that beyond dispute, but how it behaves as an everyday car is a question to which one likes to find the answer. And the younger generation, aged eight to eighteen, male and female, has been practically queuing for rides round the block, to its edification, one trusts, and the envy of contemporaries. For it is a model everyone knows and talks about.

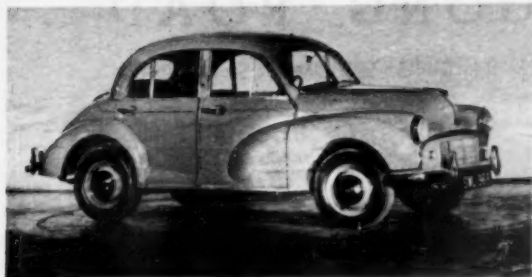
Not all of us wish to essay 120—where is the road? My colleagues are now telling me that it is not to be found even on the Continent without a decided element of "dicing" coming into it; and I fully sympathize. Let me hasten to add that there is no suggestion of "cold feet" in this; only common sense, which I heartily endorse.

The XK, even in this hotter form in which it costs more money than the basic £1,140, is perfectly good as a town car, in dense traffic, happy at 20 m.p.h. on top gear. It is not only the thought that it can out-perform nearly everything else encountered in any country that adds kick to driving it. The acceleration conferred by 118 b.h.p. per ton of running weight and the precise handling make one keen to take the thing out on the road for the sheer enjoyment of driving it, even on the daily run into London—a desire not, perhaps, so commonly fostered after years of "playing" with different cars.

Not so very different the price, incidentally—in the "all



Half a day in the Mark V Jaguar—but not this particular half-day, in a more summery setting at Leigh, Kent.



The Morris Minor Series II, with o.h.v. engine, the perfect complement to a sports car in the stable.

on" state as tried—from that Lagonda's in 1939; but far better value per m.p.h. and split second of acceleration when one remembers the difference in buying power of the pound. Though the point made earlier that there is perhaps no strictly comparable car to the pre-war Lagonda in overall dimensions is supported by the fact of the XK being only a two-seater, with limited luggage space. And a close comparison exists between their gear ratios, too—though the Jaguar is, of course, 3½ litres against the other's 4½—with the Jag's ratios at 3.77, 5.16, 7.48, and 12.73 to 1; other final drive ratios are available.

It is as easy to drive as anything else; and why shouldn't it be? All that a driver has to remember is the vast performance he has on tap. Anyone not previously accustomed to quick machinery could easily find himself travelling at 20 m.p.h. above his estimate; and I don't mean that a more experienced driver cannot to some extent be caught in the same way. But the greatest risk can lie in the man approaching not realizing how fast he is being met by an XK. With the higher compression ratio it wants 80 octane, but will digest Pool without too much protest. Temperature ran lower—in a very cold spell—at around 60 degrees C, than one would regard as being best, and it was interesting to note a lower oil pressure used for this engine than for the familiar Mark V push-rod engine. Taller characters of *The Autocar* staff seem to find the driving position not entirely to their liking. Myself, as the "average height" driver of the pre-war Road Tests, it fits. But then rather as with radio, though for not parallel reasons, a new school of thought has entered this driving position business, and to cling to the old theories is for the "white beard" to lengthen visibly, I find.

One can sit too close to the wheel, of that I am convinced, and perhaps the conviction has been aided, let us grant, by discussion on the lines indicated. But whether one

wishes to steer in all conditions without shifting a hand from the wheel—by the current racing driver practice of sitting well back with the arms extended, is a matter of personal opinion for ordinary driving, even fast driving. The racing car is tailored to the driver using it—at least the real ones are. The production car at present does not offer sufficient ranges of adjustment of steering wheel and seat, fore and aft position and height, and, still more important, of pedal position, to let someone of "average height," who happens to be short in the arm and leg, sit far enough back for freedom of arm movement and at the same time feel in proper reach of the pedals. It is an interesting subject, capable of being argued over almost indefinitely.

That week which may by now seem in the telling to have exceeded its span—a dangerous remark which reminds me of the Minister of the Crown who not long ago spoke for longer than he felt he should have done, ventured a remark to that effect and received a vociferous if rude modicum of assent from the assembled company—was rounded off by anti-climax, if you like; or back to earth, those readers would probably comment who, as is well remembered, have to content themselves still with the ordinary and more modest machinery of locomotion. This came in the shape of an Austin Ten, post-war, but of the model that was unmistakably pre-war in design and appearance, before Austin's got going with that modern range which has transformed the make in terms of performance.

Back to the Road

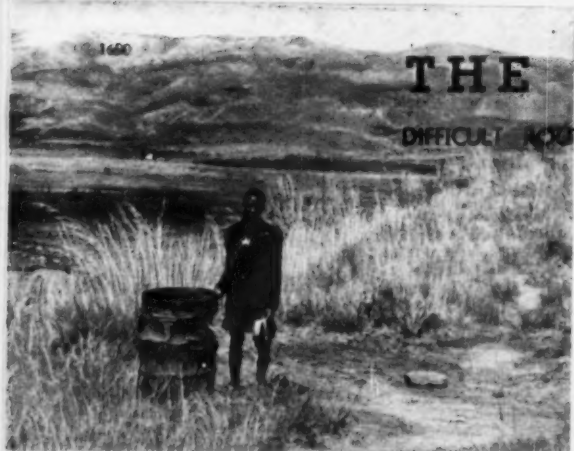
The occasion represented another interesting motoring sidelight or commentary—the return to the road of a near relative who had been out of driving for sixteen or seventeen years, though fairly frequently a passenger in the meantime, and who, at 70, received his renewed driving licence without the slightest difficulty, as is the practice. His case is a good one; he had the forethought to have his driving vetted by a driving school, and they pronounced him competent and capable, which I believe him to be; but it makes one think of possible exceptions.

The Austin, previously operated by a decidedly "lay" type of driver, had brakes that worked, though not with great efficiency at their particular adjustment or state of linings; it felt sound enough in general as far as one could tell in a run round the houses. But it was not at maximum in such matters for someone returning to the roads after so long an interval, who had never previously used synchromesh and who could not recall driving with traffic lights in operation. And who has, moreover, to drive chiefly in an area of South London which, in my own experience, is notable for a particularly "cut-throat" brand of everyday business drivers, so accustomed to their cars and their routes that they have no thought but for their own progress, and are almost viciously selfish in their impatience of everyone who does not get out of their way as quickly as their shallow outlook on car use suggests should be. One of the worst kinds of driver on the roads today—decidedly not readers of these words! And so some account of a few days well packed with motoring on a varied menu ends on moralizing.

H. S. L.



... the most all-round useful form of car in production, represented by the Standard Vanguard estate car.



THE GONG ROAD

DIFFICULT ROUTES IN KING SOLOMON'S COUNTRY

by Brian Barefoot

THE valley of Ruzizi, in the mountains of Central Africa which form the Congo-Nile watershed, is one of the most striking in the world, and the mountain road which creeps along one side of the valley, from one to two thousand feet above the river bed, appears to the traveller who has not been that way before as the most alarming and dangerous highway imaginable.

An accident on this road would almost inevitably be a fatal accident; but the system of traffic operation which has been devised there, comically antiquated and amateurish though it seems to the tourist, really does work, and has made it possible for this road to be used as a main traffic artery—it is, indeed, the only means of communication, apart from the daily air service, between Costermansville, capital of the Belgian Congo province of Kivu, and Usambura, capital of the Belgian "trusteeship" territory of Ruanda-Urundi (once part of German East Africa).

As the geography of this remote region is unfamiliar to the average British reader, a few words are needed on the subject.

The Belgian Congo, Ruanda-Urundi, Uganda and Tanganyika all control adjoining sections of the great mountainous area of Central Africa in which rise the continent's two largest rivers, the Congo and the Nile. (It was in this same region, incidentally, that Rider Haggard placed his *King Solomon's Mines*, and part of the film of the same name was shot on location hereabouts, too.) Roughly speaking, the dividing line between the two river basins runs down the Albertine Rift, in which lie Lakes Albert, Kivu and Tanganyika. Lake Albert belongs to the White Nile system, but the water from Lake Kivu flows along the Ruzizi valley into Lake Tanganyika, and thence into the Congo. But Lake Kivu is 4,500 feet above sea level, while Lake Tanganyika is only just over 2,000 feet; and both the Ruzizi river and the mountain road must drop two thousand



Three systems of traffic signals—the "gong" from which the road takes its name, a sort of galloway on which is hoisted a visual signal and (right) a lookout boy, perched far above the road winding in the valley beneath.





Looking back along the road from its summit as it crawls sinuously among the Ruzizi mountains.

feet in only ten miles, for while Lake Kivu is closely shut in by mountains, the northern end of Lake Tanganyika is in a flat plain, with the mountain walls some distance back from the water.

Road engineers, hampered by the enormous cost of constructing an adequate communication between Lakes Kivu and Tanganyika, were forced to cut a road along the western mountain wall, following the contours of the Kamaniola escarpment, which involved making 300 bends in the ten-mile climb, and leaving the road only wide enough for one-way traffic. There is only a rough dirt surface, and there is no fencing of any kind where the edge of the road is also the top of the precipice, so that it is literally true that one is separated from a violent death only by the skill of one's driving. The Belgian guidebook says, only too truly, that the road "satisfies lovers of powerful sensations." It does, indeed!

I have twice travelled along this road, both times with the same car (a 1950 Chevrolet) and the same hired driver; and both times I started in the Lake Tanganyika plain, among the cotton fields, and slowly mounted into the relatively cool highlands of the Kivu. A hundred and ten miles separate Usambura from Costermansville, but not until 20 miles from Costermansville do you reach the barrier marking the beginning of the 11-mile escarpment road. This part of the road, which is exclusively for one-way traffic, is divided into thirteen sections. At each section post there is a barrier, with a small native staff to man it. At the posts, the road is wide enough to allow two cars to pass abreast, rather like a country single-track railway which becomes double-track only at the stations.

Section to Section

As soon as a vehicle reaches the barrier denoting the entrance to a section, a watchman signals to the next barrier (which may be two miles away by road, but only a quarter of a mile as the crow flies, across the abyss) that the section is occupied. The guardian of the next post then lowers his barrier (a bamboo pole) until the vehicle has reached him.

It is the signalling system which is the unique feature of this road. Both sound and visual signals are in use. The apparatus consists simply of (sound signal) the unharmonious banging of an old oil drum by means of a wooden stick—hence the name "gong road"—and (visual signal) the hoisting of another old can on a kind of gibbon.

Primitive though these signals are, they seem to be adequate for the control of the light traffic on this road (I was only once held up at a barrier during my two journeys) and the traveller feels more anxious about the drop below him than about the chance of another car having slipped past the barrier without the signal having been hoisted. On my first trip, as we turned bend after hairpin bend, and each new stretch of road revealed a new view of the steep drop down to the river bed, I sought to reassure myself by praising the driver's experience.

"I suppose you have done this trip more times than you can remember?" I asked.



Entering a one-way section of the road.

He did not seem to understand my question, so I put it more directly.

"How many times have you done this journey?"

"This is the second time," he replied nonchalantly.

After that, I found myself hanging on to any available handle grimly, every time we rounded a bend. My chauffeur drove extremely well, but I could not help contrasting this hard and dangerous journey, which lasted all the morning, with the speed and comfort of the air journey between Usambura and Costermansville, which lasts twenty minutes and is slightly cheaper than hiring a car for the same stretch.

The gong road is scheduled for abolition under the ten year plan for the industrialization of the Belgian Congo, which will provide a new road, capable of handling two-way heavy traffic, between Costermansville and Usambura. It is expected that this road will have been built by 1957, at the latest, so that the traditional signalling system at present in use may not be in existence many years more.



A comparatively recent photograph of the Silver Ghost. With a wheelbase of 11ft 4in and resplendent in its silver and light metallic paint finish, the car is magnificent in appearance.

A GHOST FROM THE PAST

THE MOST FAMOUS ROLLS-ROYCE ENGINE ?

ONE of the really great events in the history of British motoring was the introduction of the 40-50 h.p. six-cylinder Rolls-Royce Silver Ghost chassis in 1906. In that model Henry Royce* not only designed and built a chassis which, as a piece of engineering, was far better than any contemporary creation, but also he laid the foundations for the tremendously fine reputation that Rolls-Royce have had ever since. The historical importance of this famous car lies in the fact that Royce introduced new standards of design, workmanship, material and performance which were unapproachable by anyone else, and which were set not merely as a means of competition, but mainly because of an inherent love of craftsmanship for its own sake.

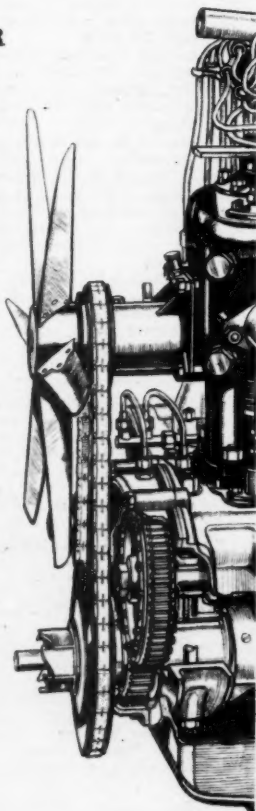
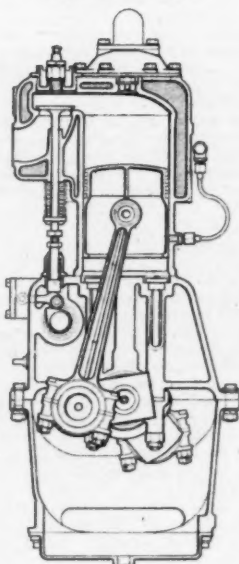
Royce showed pronounced sanity in design at a time when cars were being evolved to widely varying ideas and frequently to crude specifications; and he insisted on the high development of detail throughout the chassis, with thorough research at every point.

In 1906 makers were still undecided whether or not to scrap the countershaft and chain drive to the rear wheels; engines had their cylinders strung out as single-cylinder units in line, or occasionally in pairs, resulting in complication and inefficiency in the ducting or piping for mixture distribution, exhaust discharge and water cooling; and the high-tension magneto had only just begun to supersede the low-tension system for ignition. Manufacturers, even those famous in name, were as yet unaware of the need for flexibility in engine mountings, rigidity in crankcases and crankshafts, stiff chassis frames, weight saving or the stepping-up of engine speed to improve performance. With the low piston speeds and compression ratios of those days, pulling power was obtained by large cylinder bores.

Before 1906 Henry Royce had produced successful cars with two-, three-, four- and six-cylinder engines, each of which displayed special features in design, but in that year he demonstrated through the Silver Ghost power unit that he was at least 20 years ahead in many engine features. He eschewed freakishness in design, and he would adopt

By MAX MILLAR

This big, silent-running power unit, with a compression ratio of only 3.2 to 1 and a maximum output of 48 b.h.p., produced an astonishing road performance for many years with a direct drive overall ratio of 2.708 to 1 and an overdrive ratio of 2.174 to 1. Technical features are the square bore-strokes ratio, large bearing areas throughout and excellent accessibility. In the view below the small cross-section of the crankshaft for such a large engine is noteworthy.



* Henry Royce, O.B.E., M.I.M.E., M.I.A.E., to become a baronet in 1909, joined forces with the Hon. C. S. Rolls in 1904, so founding the name of Rolls-Royce. The company was formed in 1906, with headquarters in Manchester. Sir Henry died in 1933, aged 70.

no feature of current engine practice without complete investigation and revision, if necessary, beforehand. The Silver Ghost engine was normal for the period in having side valves and non-detachable cylinder heads, but in detail it was an exceptional unit, built to be the most silent-running engine on the road. It remained in production for nineteen years.

With a bore and stroke of 4½ in (114.29 mm) the six-cylinder Silver Ghost engine had a swept volume of 7.046 litres with an R.A.C. rating of 48.6 h.p. In bore size it followed the prevailing fashion for big capacities; moreover, the bore to stroke ratio was unity, a feature that is becoming prominent in present-day engines. The maximum b.h.p. of 48 was developed at the relatively low engine speed of 1,200 r.p.m. and, with a compression ratio of only 3.2 to 1, the engine was a superb and sweet slow-running power unit, its speed range being from idling at 180 r.p.m. up to a maximum of 1,800 r.p.m.

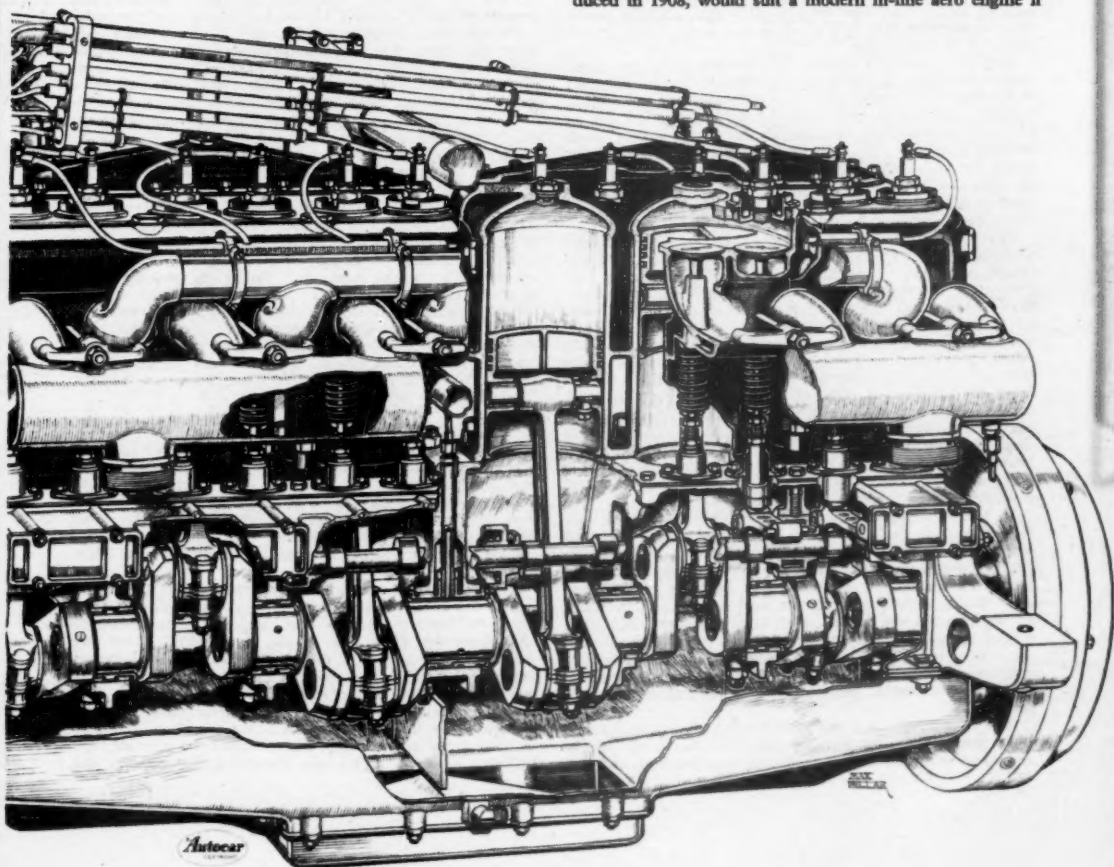
Royce provided his chassis with a gear box that gave the following overall ratios: 1st, 7.67 to 1; 2nd, 4.51 to 1; 3rd (direct drive), 2.708 to 1; 4th (indirect), 2.174 to 1; and reverse, 9.93 to 1. A glance at the third and fourth ratios reveals that the engine would be running at only a fast tick-over when comfortably cruising below the maximum road speed of 62 m.p.h.; and, even at the low engine r.p.m. of 1,000, 37 m.p.h. could be obtained on direct drive. Another factor having an important effect on performance was the low weight, 22 cwt for the chassis and 33 cwt for the complete open tourer. The carburation and ignition systems enabled the engine to perform in a remarkable manner, both in the hands of owners and in the frequent

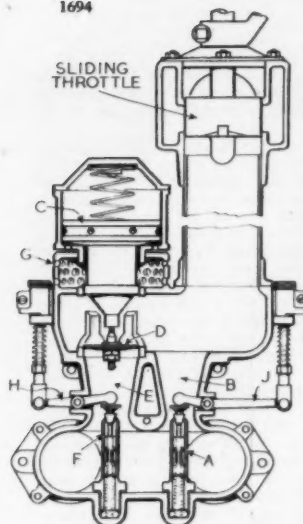
official trials of that period. In a Scottish Reliability Trial, the figure of 17.02 m.p.g. in fuel consumption was obtained—an indication of the efficiency of the engine and transmission.

The Silver Ghost had the six cylinders cast in two groups of three, in place of singles or pairs, and each casting was open in the jackets above the combustion chambers and cylinders for inspection and pressure testing—an important matter where cylinder heads and barrels are formed in a single unit. The openings were enclosed by covers with a water header pipe to each branching off to the radiator. The interchangeable side-by-side inlet and exhaust valves of 1.925 in diameter were provided with well swept and jacketed ports leading to the induction and exhaust manifolds, and above each valve was a cap in which was located a sparking plug, one for coil ignition and the other for the magneto.

The two cylinder blocks were bolted to a very stiff crankcase, but although the induction and exhaust manifolds were assembled close to the blocks on one side, there was no crowding or interference with adjacent tappets, valves, valve springs, and main cylinder attachment bolts. The carburettor was mounted on the other side of the engine, where there was ample room for its controls and connections, and the water jackets of the two cylinder blocks were coupled together by a single-gallery water pipe fed from the water pump at the side of the crankcase. The whole of the induction and water piping was made and fitted (in brass and copper) in a most beautiful manner and, in conjunction with the magnificent finish of the engine generally, was a real joy to behold.

Henry Royce employed a firing order of 1, 4, 2, 6, 3, 5, with a very stiff, fully machined, nickel-steel crankshaft running in seven wide bearings. The shaft, with flat-sided webs as in the original form, or with the elliptic webs introduced in 1908, would suit a modern in-line aero engine if





The Rolls-Royce two-jet carburettor, float chamber and control rods for jet adjustment.

OPERATION: 1st Stage.—Engine draws on the low-speed jet A through venturi B. **2nd Stage.**—Engine accelerates and increased suction lifts piston C, which raises disc valve D, admitting extra air through venturi E (but not sufficient to draw fuel from the high-speed jet F) to balance the mixture. **3rd Stage.**—Further engine acceleration lifts piston G and valve D still further, bringing the high-speed jet F into operation, with extra air flow through the ports at G according to throttle opening. A mixture lever on the steering wheel is connected to the levers H and J for controlling fuel flow from the jets F and J.

A GHOST FROM THE PAST... contd.

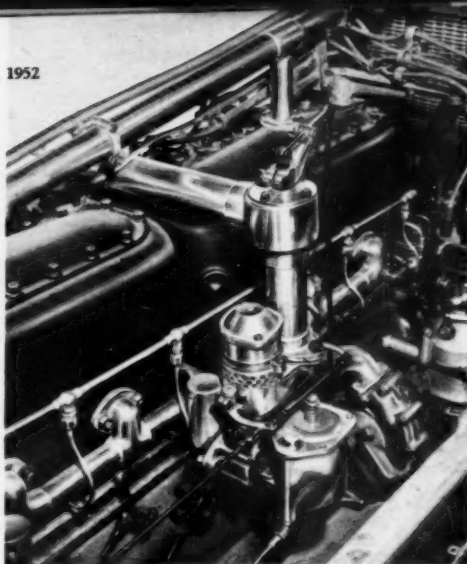
made in suitable material, so far ahead was the designer with proportions and crankpin and journal diameters. The nickel-steel connecting rods were also ahead of their time in shape and proportion. Cast iron pistons were standard until 1919 when the split-skirt aluminium type was first introduced, and they were provided with deep cross-webs below the crown, four cast iron rings, each with an expander ring, and a hollow gudgeon pin secured by a tapered set-screw. The pistons were hydraulically tested to a pressure of 465 lb per sq in and were weighed and balanced to fine limits.

The diameter and length of the crankshaft main bearings, and the feature—then unique—of positive transverse location of bearing caps, combined with a very high degree of surface finish to the shaft, gave a very long bearing life, far in excess of what would be considered to be a very good mileage even now. The pins and journals were each parallel bored for pressure lubrication, and were closed at the ends by caps and centre bolts, another feature comparable with modern aircraft engine design. The flywheel was fairly heavy and carried a cone clutch.

Royce was very early in the field with a torsional crankshaft damper, fitting one in 1911, externally in front of the timing gear case on the first few Silver Ghost chassis, and afterwards locating it inside the gear case for protection from wet or dust. The damper, of 14in diameter, comprised a split flywheel in frictional contact, through fibre discs, with a flange mounted on the crankshaft; loading was provided by coil springs mounted on the retaining bolts. The hub of this unit provided a housing for a spring-driven crankshaft pinion to cushion the drive to camshaft and timing gears, a feature since introduced into the design of every Rolls-Royce car and aircraft engine. The spring drive distributed and smoothed out fluctuations in the tooth loading of the gears, and a spring-loaded friction damper prevented self-oscillation of the spring drive. Quieter running and greater reliability resulted.

In the lubrication system, the gear-type oil pump was located outside the sump, and, by external piping arranged very neatly on the crankcase near the bases of the cylinder, the oil was distributed through individual feed pipes to the front, centre and rear crankshaft bearings, to the camshaft timing wheels and damper, and to the cylinder walls. In no instance was oil delivered under pressure through a drilled oilway in the crankcase; the feed pipes to the crankshaft were extended downwards inside the crankcase webs and coupled direct to the upper halves of the bronze shells of the white metal bearings for direct transmission of lubricant.

The front, centre and rear main bearings passed oil through the generously proportioned passages in the crankshaft to the remaining journals and to the big-end bearings, and also



by pipes on the connecting rods to the gudgeon-pin bearings. The camshaft was amply lubricated by splash which supplied oil to the small galleries surrounding each of its seven supporting bronze bearings, and fine gauze of large area suitably filtered all oil passing to the suction side of the oil pump.

Positive lubrication of the cylinder walls on the piston thrust side was effected by the oil feeds already mentioned, but the valve governing these injections was actuated by the throttle pedal and opened only on the last third of the pedal movement, thus giving extra lubrication to the pistons only when the engine was working fairly hard. Another refinement in the lubrication system was a controlled oil leak from the drilled crankshaft at the flywheel end, governed by a small valve, which released a very small quantity of oil to the clutch spigot bearing and the fabric clutch lining at each depression of the clutch pedal.

To eliminate side thrust on the tappets and ensure silent running, rollers at the outer ends of the rocking lever were interposed between the cams and tappets, and any slight vertical play was taken by the tappets, which were themselves spring loaded. The tappet heads had fibre inserts to deaden valve clearance noise, and each pair of tappets (with their bodies) was easily accessible or detachable. No separate valve guides were used, the valves working direct in the cast iron cylinder blocks. Tappets, valve springs and valve stems were unenclosed, although road conditions at the time produced much dust. The engine, however, was well blanked off by aluminium panels between crankcase and main frame, and normally the only ingress of dust would have been through the radiator block.

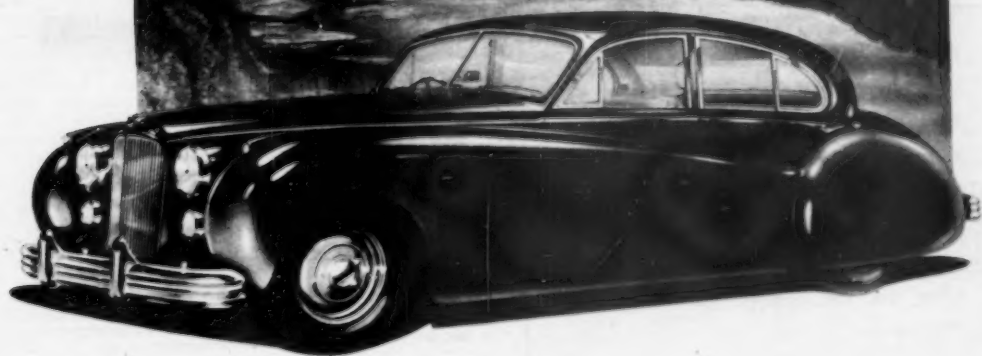
Carburation and Ignition

Since many of the outstanding running virtues of the Silver Ghost engine were owed to the special carburettor and ignition systems, some mention in detail is deserved by both. There was little unanimity in carburettor design at that time and there was no proprietary carburettor that would suit Royce's requirements. He therefore designed and built his own, which remained in production on Rolls-Royce cars until 1934.

The carburettor comprised two separate jets and choke tubes; the first, the low-speed jet, supplied mixture from idling to medium throttle openings, and the second, the high-speed jet, came into action automatically when the throttle was opened from medium to full position. During the change-over, and on up to maximum power, a suction-operated air valve automatically balanced the mixture. The instrument could be very accurately tuned throughout the throttle range, in addition to which the jet orifices were controllable by a lever on the facia to adjust the mixture from full rich to weak. This was invaluable for easy starting,

THE AUTOCAR, DECEMBER 19, 1952

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DUNLOP “GUARDIAN” TUBE

A GHOST FROM THE PAST . . could.

mixture correction on the road for various fuels, consumption checks and correction for altitude. The low-speed jet was supplied with warm air from an exhaust-manifold muffler, and the high-speed jet had a cold air feed; the throttle at the upper end of the vertical carburettor pipe was of the sliding piston valve type.

To provide automatic response to road conditions up to speeds pre-set by a lever on the steering wheel, a centrifugal governor on the engine varied the throttle movement automatically, but the degree of throttle opening could still be controlled independently by the throttle pedal. The effect of this was that, up to about half the road speed range, the engine would automatically regulate its r.p.m. and pulling power up and down hill and on the level, with full overriding control by the driver. Furthermore, the governor could be set by the hand lever to control engine speed for gear changing, for making standing starts on steep gradients or for dealing with other awkward conditions.

The ignition system was noteworthy for several reasons: first, Royce fitted coil ignition, with a second set of sparking plugs, not primarily to improve the performance of the engine, but to ensure easy starting and steady idling under all conditions (neither electric starting nor electric lighting had yet been installed in cars); both magneto and coil ignition systems were employed, with double sets of wiring in a manner worthy of the best modern engines.

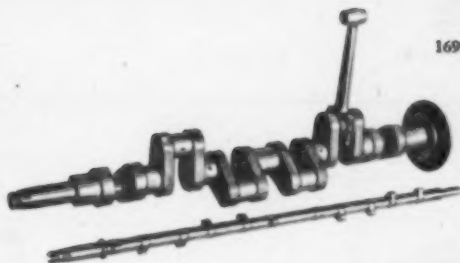
Two independent 60 ampere-hour batteries, controlled by a change-over switch, supplied current at 4 volts to a make-and-break gear located above the throttle governor on the engine, and thence to a trembler high tension coil in the driving compartment. High tension current from the coil was taken to a distributor situated above the make-and-break mechanism, and thence to the coil ignition plugs.

Starting "On the Switch"

Although the advance and retard lever on the steering wheel controlled both magneto and coil systems simultaneously for range of ignition, they were not synchronized; the magneto was timed to operate the engine after it had commenced running, and it was necessary to start the engine on the coil ignition, which had a late firing point well over top dead centre of the compression stroke. The Silver Ghost would start immediately on the coil ignition switch alone after a night in the garage, and chauffeurs were always proud to demonstrate this trick. The ignition harness was beautifully arranged, with the coil ignition leads assembled in tiers of tubes fitted at the side above the induction manifold, and there was little possibility of confusion arising.

At the front of the engine the timing gear case included a drive to the composition and steel gear wheel on the camshaft and also to the magneto on the same side. On the right-hand side were drives to the horizontal water pump alongside the crankcase, and also to a vertical spindle which operated the oil pump at its lower end and the governor, make-and-break, and distributor at its upper end. The water pump impeller was driven through a combined universal coupling and friction drive, designed to slip should seizure or freezing of the pump occur.

It was common practice in the early days to direct the exhaust gases straight to a single exhaust pipe and silencer and thence into the open air, but Royce fitted a separate

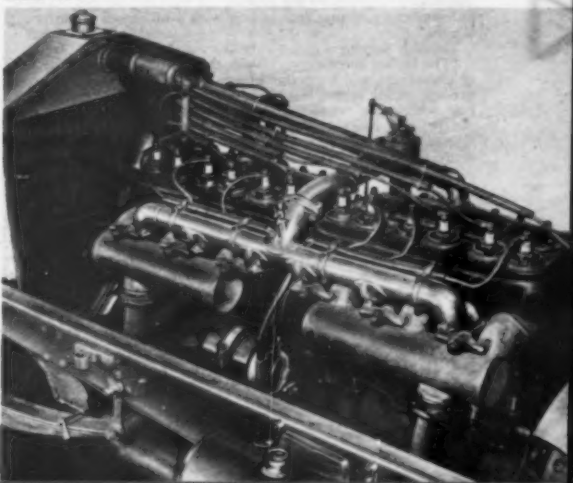


A Silver Ghost crankshaft, camshaft and connecting rod of 1908, less oil seal fittings to the hollow bores of the journals and crankpins. The crankshaft is fully machined and ground all over and, produced in modern materials, would be a success in a modern in-line aircraft engine.

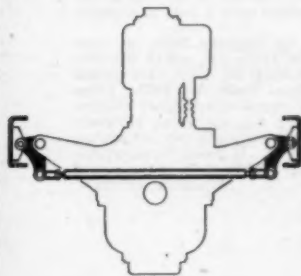
manifold to each group of three cylinders to drop the pressure and speed of the exhaust gases as they passed through two pipes to a large expansion chamber which still further reduced the tempo of the gases before they reached the very large silencer in the centre of the chassis, and passed on to the tail pipe and fishtail. Royce thus achieved, nearly half a century ago, the results now gained from the twin silencers in tandem in common use today, although with some extra elaboration in layout.

Another example of Royce leadership in chassis design was in the three-point engine mounting on the Silver Ghost. It was common practice, since engine sub-frames or mountings had not yet been devised, to bolt the power unit direct to the chassis members with four or six bearer arms, with the result that the engine inevitably suffered from wracking when the chassis frame was deflected by road shocks. Royce attached his engine direct to the chassis by bearer arms at the rear, but supported the front end on bell cranks which were pivoted to the chassis side members and coupled together by a transverse rod resembling the track rod of a steering gear. The chassis frame could therefore twist on very uneven surfaces without distorting the engine, which had a certain degree of floating movement.

Some phenomenal mileages have at one time or another been achieved by these cars, in official trials, during the 1914-1918 war, and in the hands of private owners. Eighty thousand miles between rebore was not unusual, despite the dust clouds on roads in the early days and the absence of an air cleaner on the engine. Although the Silver Ghost was probably the most expensive car in its day, reliability and durability were such that it was not the most expensive to run on an annual mileage basis, and the cost of replacements was astonishingly low. The Silver Ghost as a compound name was derived from two sources: the first part denoted the silver finish, produced by "close-plated" German silver and then silver plating of external chassis parts, such as lamps, screen fittings, gear lever and brake levers; the second obviously related to the silence in running of the car as a whole. The "ghost" simile has since been perpetuated in later Rolls-Royce cars with the Wraiths and Phantoms—worthy successors in the line of the world's most silent car.



Left: The engine mounting in simplified form. The engine is almost unaffected by twists or disturbances of the side members. In the photograph of the left side of the engine (right) the symmetry of the manifold and ignition harness is outstanding. The reserve oil tank on the frame side member can be seen in the foreground.





Crooked, half-timbered cottages, narrow roads and the ubiquitous television aerial; Little Missenden, in Buckinghamshire, possesses an interesting church which is partly Early English in period.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET LONDON, S.E.1.

"PRODUCT OF ENVIRONMENT"

Lancia Front Suspension for the Rear Wheels?

[64604.]—Referring to J. A. Cooper's interesting article "Product of Environment" (*The Autocar*, November 28), I feel that the use of the arrangement employed in the Lancia front suspension might solve the problem of maintaining parallelism of independently sprung rear wheels with a minimum of unsprung weight.

Dorking Surrey.

[The author comments: "True, the use of a sliding-pillar type of suspension will keep the wheels parallel; this was done on a pre-war racing Alfa. But there is no virtue in parallelism of the rear wheels *per se*; with the de Dion layout they are not only parallel but, more important, they are also always vertical relative to the road surface, which keeps the cornering power of the tyres at or near its maximum value."—Ed.]

SAGITTARIUS.

"THOSE NIGGLING PENCE"

Adjust Dealers' Profits to Achieve Round Figures

[64605.]—The Scribe is annoyed with the "niggling pence" that are quoted in the price of a car, when purchase tax is included (*The Autocar*, November 21).

I am a printer and retail stationer and handle anything from an envelope costing 1d to a printing order running well into the

price of a luxury car. As nearly all the articles in this trade bear purchase tax at varying rates, it is obviously impracticable for the authorities to draw a line where odd shillings or even pence may be omitted.

I dislike the official mind as much as The Scribe, but in all fairness we must see both sides of the question before condemning.

If The Scribe insists on round figures I suggest this is done by a slight adjustment of dealers' profit either up or down, as we do on our 1d envelope.

Birmingham, 13.

K. W. WOOD.

THE HIGHWAY CODE

Enforceable by Law in Ireland

[64606.]—I was more than surprised to note from your leading article in the issue of November 21 that you are opposed to an enforceable highway code. Surely, courteous, competent and considerate motorists have nothing to fear from an enforceable code, and an unenforceable code is useless in the case of the other kind of motorists against whom such a code is primarily aimed.

In this country, in place of the Highway Code, we have General By-laws for the Control of Traffic S.R. and O. No. 222-1937, which are made by the Minister for Local Government pursuant to Section 147 of the Road Traffic Act, 1933. These by-laws, which cover the general control of traffic, are enforceable under a penalty not exceeding £2, and are an extremely valuable method of dealing with offences which may not amount to dangerous or inconsiderate driving. It should be noted that no notice of intention to prosecute need be given in the case of the prosecution under by-laws.

Dublin, Ireland.

DESMOND MORAN.

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1952 AUSTIN A.70 Hereford saloon, 5,000 miles	£895	● 1948 MORRIS 8 h.p. saloon, recon. engine	£365
1952 AUSTIN A.40 Somerset saloon, heater, B.M.T.A. Con., 1,000 miles	£725	● 1951 ROLLS-ROYCE Silver Wraith Park Ward 4-door saloon, black with beige leather upholstery, in exceptional condition, passed manufacturers, 7,000 miles	£4,950
1951 AUSTIN A.40 Devon saloon, radio, heater, 13,000 miles	£595	● 1938 ROLLS-ROYCE 25.30 h.p. 7-seater limousine by Park Ward, black with beige leather co front and beige cloth to rear	£1,395
1946 AUSTIN 8 h.p. saloon	£335	● 1951 SINGER 4 AB Roadster, 13,000 miles	£350
1952 ALLARD J2, 2-seater, new (shop soiled)	£1,095	● 1949 TRIUMPH "2000" Roadster	£595
1949 ALVIS 14 h.p. coupe, radio	£595	● 1948 WOLSELEY 12-48 saloon, recon. engine	£450
1950 FORD Prefect saloon 12,000 miles	£495		
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THE STORY OF THE TYRE

No. 3

PRE-DIPPING THE FABRIC

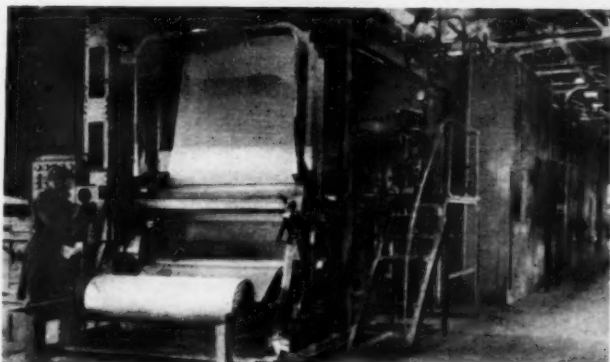
*The two chief components
of the tyre—fabric and
rubber compound—meet*

This article continues the series describing the stages in building a high quality tyre. Having dealt with raw rubber production on the plantations and the process of changing it into industrial rubber, we now move on to the manufacture of the rubberised sheets from which the tyre carcass is made.

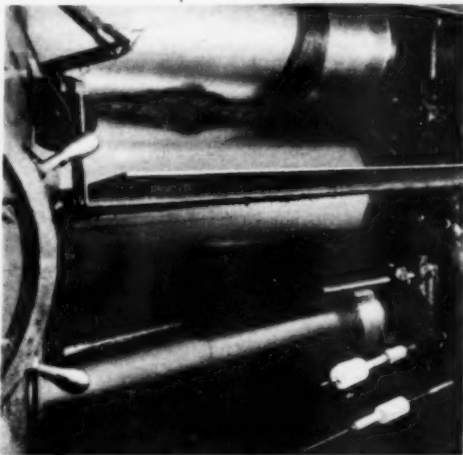
THE heart of the tyre is its fabric body or carcass. And since one of the chief functions of the pneumatic tyre is to cushion the vehicle, the choice of fabric is highly important. The tyre protecting and supporting the inner tube has to be strong yet flexible, so that it reshapes itself after every hammering blow from the highway.

For this reason the strongest of cord fabrics are used in the tyre carcass. The two chief materials are cotton, rayon and, more recently, nylon has been introduced. The main body part of a tyre is built of cabled cord fabric, and the lower bead section is built on a square woven fabric. The fabric delivered to the tyre factory is in rolls up to 900 yards long and 60 inches wide.

Careful scrutiny for possible flaws is carried out on inspection tables. Samples are taken regularly and checked in the laboratories. Not until a thorough examination of each great roll has been made is it released for



The rolls of fabric pass through this pre-dip unit before the rubber coat is applied in the Calendering Machine.



Here, the dipped fabric is passing through the Calendering Machine, which coats it with rubber and insulates each cord from the next.

production. First of all the fabric undergoes a vacuum cleaning process, which removes all foreign material such as dirt and fluff. Then comes a dipping process. This is done so that the rubber coating to be built on later will adhere perfectly. The fabric travels through a tank of stainless steel containing a specially prepared solution. As it leaves the tank, squeeze rollers press out excess liquid.

Moving forward again over rollers into the first section of a huge cabinet, the solution-wet fabric passes over cylindrical frames with fans built into them. These ensure even distribution of the solution into the cord cables of which the fabric is made. In the second section of the cabinet, the fabric is completely dried. Next, the rubber coat is applied. The rubber feeds down between the two top rollers of a three-roll calender machine. It is pressed on to one side of the fabric as this passes between the centre and lower rollers. Then the other side of the fabric has a similar treatment on a second calender.

This process completely encloses the fabric sheet and forces the rubber between the separate cables forming that sheet. Insulation is complete—the cables of cord fabric cannot rub together and develop frictional heat when the tyre is in use on the highway.

Finally, the rubberised sheet is machine-cut into strips and plies of the right width, angle and size for each type of tyre. When this stage is complete, there is another exhaustive inspection by the "Quality Control" department at Goodyear's Wolverhampton factory—home of Britain's supreme quality car tyres, the Eagle and de Luxe.

The complete 'Story of the Tyre' is now available in booklet form. Write for your free copy to the Goodyear Tyre and Rubber Company (Great Britain) Ltd., Wolverhampton.

CORRESPONDENCE

continued

"INTERIM ASSESSMENT"

Excellent Article . . . Excellent Car

[64607].—Just a word of appreciation to Michael Brown for his excellent article on an excellent car (December 5).

Apart from mechanical considerations, surely the Riley is one of the best looking cars on the road, and it has remained unaltered for the past seven years, I believe.

What a relief to see such low, sleek lines, compared with the present trend towards that "blown-up to busting point" look in an effort to get an extra seat.

I share Michael Brown's enthusiasm for Rileys, even though my own model is fifteen years old. S. E. MITCHELL.
Welling, Kent.

Praise for a 2½-litre Riley

[64608].—As I have a 1951 Riley I was most interested in Michael Brown's article on his 1½-litre after 10,000 miles. Mine is a 2½ and has now covered 21,000.

I agree with all he says, both in praise and blame. The Riley is such a good car that the bad points ought to be put right. The stability, road-holding, steering and general dependability are absolutely first class and the engine is outstandingly willing, reliable and—considering the quite remarkable power available—economical (22 m.p.g.). The pleasure of driving it is so great that it is a pity that it does not make the grade for fast, long-distance family touring. The reason is that the luggage accommodation is so poor, one suitcase, large or small, making it impossible to put a second one in the locker. More can be stowed if soft canvas bags are used, but these are not so kind to clothes nor as convenient as suitcases. There are no door pockets or rear shelf inside and to fit a roof luggage rack on a car such as this is merely a confession of failure of designer rather than an answer to the problem.

On the open road visibility is adequate though the view—especially in mountain country—is restricted, and neither roof nor windscreen opens. In London traffic on wet evenings, however, the thick windscreen pillars and central screen division, coupled with the small rear window (enlarged for 1953) and blind rear quarters, give a boxed in feeling which can, on certain occasions, be dangerous. My other car happens to be a Triumph Renown with supremely good visibility all round and I admit that the contrast emphasizes this aspect of the Riley.

This chassis has so many rightly enthusiastic friends. Cannot the makers give us "all this and heaven too" by redesigning the bodywork with real luggage accommodation, a flat, deeper windscreen, three inches extra headroom and better instruments and switches? It might also be better to supply no tools rather than those now supplied. However, the car rarely needs a tool on it and the engine (mine does not yet need decoking) is quite superb. I wonder when we shall again be able to buy an open Riley sports tourer? W. H. CLARK.

London, W.C.2.

Answers the Onlooker's Thoughts

[64609].—Thousands of your readers will doubtless be grateful to Michael Brown for his absorbingly interesting article "Interim Assessment" in your issue of December 5.

To those of us like myself who have never driven a Riley it provides the answers to our thoughts whenever we see these sleek, attractive cars on the road. No car is perfect, and no car can possess all the qualities we require for our different moods and uses, but Mr. Brown has made it clear that here is a car for the enthusiast and one that evidently makes travelling long distances a real pleasure.

The author was, I think, unjustly critical about the instrumentation. He says "I can barely glance at a thermometer that reads only 90, 175 and 212 degrees without a sneeze." I think the answer is that, attractive as a Weston instrument is, and vital in an aircraft, in a car you have not the time to look at it.

My own car's thermometer has less information even than the Riley's, but how I bless it on long runs. It has three dots: the running temperature is between the first two, to which position the thermostat quickly takes the pointer and keeps it there. Night or day, a glance tells that all is well, and on a long run that is all you want to know.

With regard to the pilot lights on the fascia mentioned in your article, a light for the heater fan seems unnecessary; mine is connected to the ignition circuit and is cut off when the engine is stopped. However, I rarely use it, owing to the excellent fresh air intake provided by the scoop, which brings in all the air required by ram effect.

To me, ammeter and oil pressure gauge are things of the past. They give information which is not required, and I would much rather know that if anything goes wrong with either electrical or oil systems a bright red or yellow light will come on and call the driver's attention to it and not wait until he has time to look at the gauges. I am surprised that Mr. Brown did not suggest that the instruments should be placed in front of the driver like the pilot's panel in an aircraft. After thousands of miles with the instruments directly in front of one there is a "lost" feeling when driving with them to one side.

Finally, may I join issue with Mr. Brown over the hand dipper? Surely, this is the only way to control the dip? How does he change gear at the time he wants to if his left foot is busy operating the dipper? I believe a contribution to safety would be made if all the dipping of head lights was hand-controlled by a switch on the steering column.

London, S.W.1.

R. W. EDWARDS.

[Michael Brown comments: "I am impressed by Mr. Edwards' defence of the hand dipper, but I find that I am more often caught without a third hand than without a third foot! Surely the hand is engaged simultaneously with the left foot?" —Ed.]

TV TRIAL

No Second Attempt for Member of Southern Team

[64610].—I was interested to read the letters [64569] from Mr. J. Fletcher, of Feltham, Middlesex, and [64588] from Mr. P. Lake, of Harrogate, Yorkshire, on the subject of the Television Trial.

While I would not quarrel with their opinion that the South secured their victory by a narrow margin, I must, as clerk of the course, point out that although this may not have been clear to viewers, the third member of the Southern team did not have two attempts at any hill nor any special dispensation from the stewards.

As this trial was primarily staged for the benefit of television viewers, for whom it was considered desirable to avoid any appreciable intervals, in drawing up the regulations under which the event was run provision was made to switch from one hill to another at any time to maintain continuity, and the trial was, of course, conducted in accordance with these regulations. In an ordinary trial where there is no large audience to be considered, a competitor is always allowed a reasonable time to adjust or mend his vehicle, and I myself have on occasions spent more than an hour in doing so without penalty. So although the South won their victory by a small margin, there is no doubt that they won it fairly and squarely. A. GODFREY IMHOFF.

London, W.C.1.

SUPPRESSORS

Rarely, If Ever, Used in Aircraft

[64611].—I feel that your correspondent Mr. A. I. Forbes Simpson [64590] tends to be misleading in his statement regarding fitting of suppressors and plug life. His letter states that "aircraft engines are always fitted with resistors to prolong plug life."

I must disagree profoundly with Mr. Simpson and point out that I am not aware of any piston-type aircraft engine that is fitted with suppressors or resistors and consequently I fail to understand how the theory of prolonged plug life associated with resistors is explained.

The method of suppression used on all the types of aircraft engines with which I personally am familiar is the screening method. In this type of suppression the ignition system is totally enclosed in metal casing, which is usually of copper braiding. The sparking plug is also of a special pattern, and its design allows the metal sheath or casing of the ignition lead to be screwed to the plug body. At the magneto end of the lead the sheath is earthed to the magneto casing, which is in turn completely enclosed in a metal case, usually of aluminium.

Suppression of electrical interference on aircraft is extremely important, and practically every electrical lead is screened in the same manner as the ignition system, and the fitting of suppressors would have little or no effect on electrical interference. The reason for the elaborate, and certainly expensive, method of suppression is that a considerable amount of radio and radar equipment is carried on modern aircraft and, consequently, the slightest interference could, as has been found, completely upset the whole radio system.

CORRESPONDENCE

continued

Regarding cold starting, Mr. Simpson suggests that this is easily improved by our old friend the resistor. This is not so, the usual method is by means of an impulse starter or booster coil; both these devices I have seen fitted to cars. The impulse starter was fitted on a very early Jowett, and the booster coil on one or two American cars. The suggestion that plug life can be affected by resistors is to my mind open to a certain amount of doubt, and I can assure Mr. Simpson that one of the main factors that give a reasonable life to aircraft plugs is the fact that the quality of the materials used is of a very high standard, and furthermore the degree of maintenance reached with this particular component of the engine does in itself assure a reasonable length of life.

Finally I should like to suggest that the suppressors now being fitted to our cars are by no means efficient and although they do their work up to a certain degree they can also bring a whole heap of trouble in their wake, as I have already discovered.

Bradford, Yorkshire.

WILLIAM J. HUGHES, B.E.M.

Differences of Opinion

[64612].—You state in a leading article (*The Autocar*, December 5) that suppressors have no appreciable effect on performance, while Mr. A. I. Forbes Simpson in letter [64590] goes as far as to say that they are useful for both lengthening plug life and improving cold starting. Nevertheless, on the instruction pamphlet issued with the Runbaken oil coil it definitely states, in paragraph 10, "Wireless suppressors of any make have generally a detrimental effect, and tinfoil may be wrapped round the coil to reduce radio interference."

I can hardly imagine an old-standing firm like Runbaken making a statement to that effect if it was not correct.

Camberley, Kent.

A. M. WILLIAMS.

"HARD TIMES?"

Reduction of Purchase Tax is the Answer

[64613].—Mr. William Francis Green, in his letter [64552], suggests that manufacturers should reduce their profits, in order to bring down car prices, before a reduction is made in purchase tax. But could any possible reduction in profits have an effect on retail prices comparable with that which would follow a cut in tax from, say, 66½ per cent to 33½ per cent? If the total distributable profits of a manufacturer divided by the number of cars sold in the year exceeds £50 I should be surprised. [Figures for the Standard company were published on December 5.—Ed.]

Presumably, even Mr. William Francis Green would allow the makers some net profits. If these were cut by half, the reduction in retail price would be at most £25 plus tax—say, £40 or so. Yet if purchase tax on a car with a maker's price of, say, £775 were cut by half, the total price to the purchaser would be cut by £216. Let us keep some sense of proportion.

I have no shares in the motor industry!

Warrington, Surrey.

WALTER GRIFFITH.

"INTAKING AIR"

Sensible Arrangements by Mercedes-Benz

[64614].—I thought it might interest The Scribe to know that, speaking of air intakes (Disconnected Jottings, November 14), the Mercedes-Benz Type 220 and 300—a specimen of the first of which I purchased lately—have the intake to the air cleaner not under the bonnet, but through a kind of hose, which comes out at the side of the bonnet.

I could not agree more with him that this is by far the most suitable and logical place, as that particular spot at the side of the bonnet, which is drilled, the holes being hidden by a simple chromium strip, never shows any dirt or mud, even after the longest and toughest trips on wet transcontinental roads.

I must admit that I feel sorry that driving—let alone owning—the latest types of Mercedes-Benz is beyond the hopes of British enthusiasts, as, by putting into practice the experience gained from their pre-war Grand Prix cars, the Daimler-Benz works have achieved in their latest models, all of which I have had the pleasure of driving, the very last word in sheer perfection of road-holding, suspension and riding comfort on all kinds of road surfaces, apart from speed, which shows that racing pays dividends after all.

Wassenaar, Holland.

OTTO A. F. HORSTMAN.

THE LONDON SHOW

Another Pioneer

[64615].—In reply to the last part of letter [64561] from Mr. Felix W. Hudlass, may I say that my visits to the Motor Shows began with those at the Agricultural Hall at Islington, then at the Crystal Palace, where I was a demonstrator for one of the Midland motor manufacturers, then at Olympia and so to Earls Court. I have also attended shows at Glasgow and Edinburgh on numerous occasions and, except for 1928-29 when I was in Australia, I do not remember missing one.

I feel sure there must be some more old-timers about and I should be pleased to meet Mr. Hudlass at the 1953 Show, or before if it can be arranged.

Pinner, Middlesex.

T. CORDERY.

Recollections of a Breaker's Yard

[64616].—As a reader of your journal for 40 years I was very interested in Mr. Felix W. Hudlass' remarks [64561] on the Weller car. In the year 1919 in Whetstone I came across a group of cars in a breaker's yard; one car was a Weller with all the characteristics Mr. Hudlass spoke of; the bodywork was truly a craftsman's job. Standing next to it was a most unusual make bearing the name of Kelvin, a Scottish car; I have searched in vain for records of this make. Also another one I remember well was a Brotherhood made by Peter Brotherhood of New England, Peterborough. Next of interest was a Phoenix with an engine set transversely in the chassis and driven by a massive Coventry silent chain (this make was a reasonably silent runner).

Another was a 40 h.p. four-cylinder Austin with four speeds and direct drive on third, or, as we used to say, geared-up top. I tried to persuade the breaker to preserve these cars but he replied in no uncertain way with a sledge hammer. As I had had some few years of driving experience in the army he rewarded me with a run on the Austin and we topped Ridge Hill on the way to St. Albans in fine style.

Luton, Bedfordshire.

J. HARVEY.

[The Kelvin car was made by the Bergius Car and Engine Co. of Finnieston Street, Glasgow, and disappeared from the motoring scene about 1910. The Phoenix car disappeared about 1928.—Ed.]



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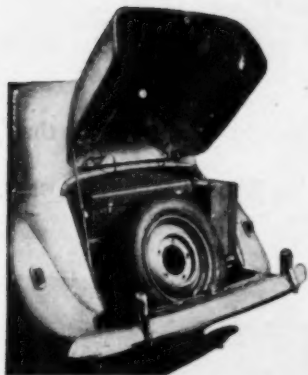
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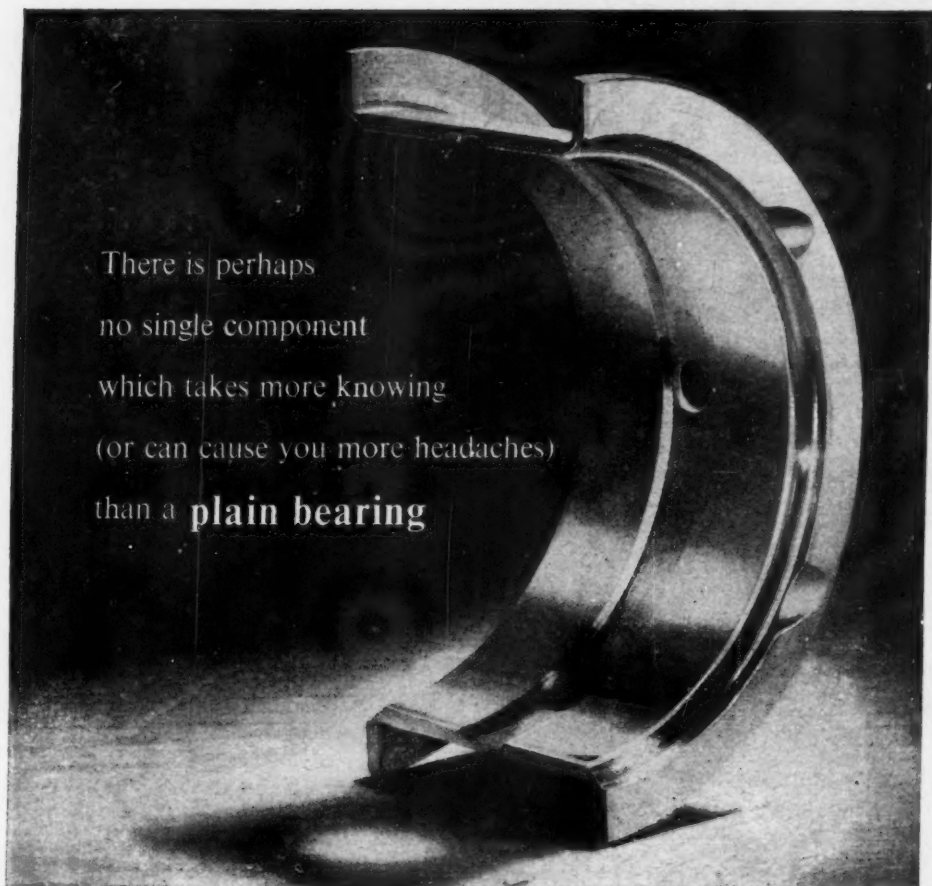
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PITY THE POINTS

WHAT HAPPENS TO THE CONTACT POINTS OF THE IGNITION SYSTEM AND HOW TO LOOK AFTER THEM

ONE wonders how many drivers ever give attention to the contact points of the distributor until misfiring or difficult starting indicates that something is amiss. Indeed, the average driver is even then apt to grumble at adjustment being necessary and to regard the distributor as a unit which should function indefinitely without any maintenance whatsoever.

Actually, contact breaker design presents an extremely intricate problem. In the first place, the points make and break the primary circuit of the ignition coil at a rate of up to 320 times per second, dependent on engine speed, and in so doing they carry a current of about 3 amps at voltages up to 300. It is not, therefore, surprising that melting of the metal of the points takes place each time the contacts separate, for the temperature may be 3,000 deg C or more.

In order that what actually occurs at the contacts might be properly understood much research work has been carried out, and it has been found that many factors have to be considered in the design of the contact breaker and in the choice of contact materials. It has to be accepted that in service the contacts are bound to suffer discoloration and that wear cannot be entirely avoided, although normally this does not affect the functioning of the ignition system.

Voltage Build-up

When an inductive circuit, such as the primary circuit of an ignition coil, is broken the result is a rise of voltage across the contacts. Owing to the fact that the actual break takes place at only a single point of the contact face, no matter how large the contact area, the current density at that single point is very high. Consequently the metal on both contact points in this region of actual break becomes intensely hot and actually melts, so that as the contacts separate a tiny bridge of molten metal is formed between them. As the points separate farther this bridge is fractured, but the inductance of the circuit, which may be likened to inertia in a mechanical system, has the effect of prolonging the flow of current through the contacts as they separate. Indeed, the current continues to flow through the medium of an arc, which is easily established across the hot electrodes. Subsequent cooling of the contacts

The moulded top on this Lucas distributor has a complete annular spigot to exclude dust. The small size of the condenser should be noted.



results in the arc being extinguished, but it is then succeeded by a spark which lasts until most of the energy is dissipated. What appears to the casual observer, therefore, to be a simple spark at the contacts is actually this sequence of events.

Each of these effects causes deterioration of the contacts; the molten bridge, because of unequal local heating of the contacts, causes metal to be transferred from one contact to the other, producing a pit on one contact and a corresponding lump on the other, this being known as "pitting and piling"; the arc causes burning and oxidation of the contact faces; the spark gives rise to another form of transference of metal, but in the opposite direction to that produced by the molten bridge.

From the point of view of the life of the contacts and the performance of the coil it is desirable to reduce the amount of arcing and sparking. This is accomplished by connecting a condenser across the contacts, so forming in effect a by-pass circuit for some of the current which would otherwise flow through the contacts. This is actually a secondary function of the condenser, which is necessary in any case to ensure the maximum efficiency from the ignition system. By suitably varying the capacity of the condenser and the values of resistance and inductance of the subsidiary circuit, it is possible to control arcing and sparking, but it is not possible to influence the formation of the tiny molten bridge of metal.

Necessary "Drawbacks"

On the other hand it is not desirable to eliminate arcing and sparking entirely, since to do so would leave on the contacts the "pit and pile" formation which, while it does not affect the ignition performance, makes it more

difficult to set the gap. The constants of the condenser and associated circuit are accordingly chosen so that a small amount of arcing and sparking is allowed to take place, enabling the metal which has been deposited to be removed and to a certain extent transferred back to the contact from which it came.

As in so many other matters a compromise has to be achieved, because perfect balance can be obtained only under one set of conditions, and on a car—owing to variations in battery voltage, engine speed, sparking plug voltage and other factors—conditions are not constant. The maintenance of even untarnished contact surfaces depends on the balance achieved between the many different factors, and when in normal working conditions this balance becomes upset transference of metal from one contact to another or a certain amount of oxidation then results.

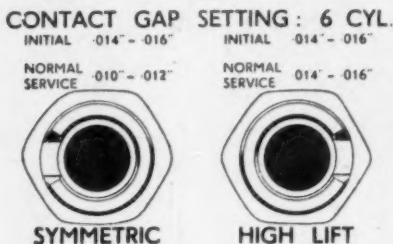
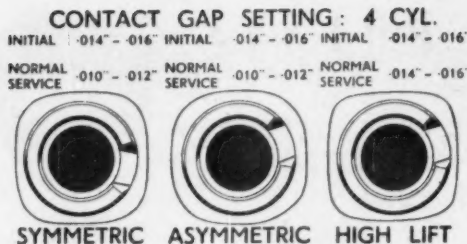
No Metal Immune

All metals which are suitable as contact materials are acted upon in this manner and where the current is unidirectional the tendency to transference is naturally increased. It is for this reason that tungsten contacts are used in coil ignition equipment, because while other metals, such as platinum and its alloys, are superior to tungsten as regards oxidation they are very susceptible to metal transference and are suitable for use only when the direction of the current reverses.

Some degree of transference and oxidation must, therefore, be expected in service and it should not be concluded that, when it occurs, it is the result of faulty contact material, condenser breakdown or incorrect ignition conditions. Many condensers and contact points are replaced unnecessarily because of the appearance of the

PITY THE POINTS ... continued

Various cam profiles for four- and six-cylinder engines. It is necessary, when contacts are new or have been replaced, to use a slightly wider setting to allow for the initial bedding down. After 500 miles the gap should be checked and reset if necessary to the standard setting.



contacts. Generally speaking, provided that the gap can be adjusted to the correct setting the ignition contacts can be assumed to be in a state to give satisfactory operation.

Obviously contact breaker gaps should be given proper maintenance and it is recommended that they should be checked every 500 miles. If the gap is allowed to decrease below the specified setting, not only will engine performance be adversely affected but the points will be liable to rapid and excessive pitting and piling. When trimming contact points it is not essential to grind down a point that is slightly pitted but only to remove excess metal from the other point where piling up has occurred. Only if the pitting and piling are excessive should a replacement contact set be necessary.

It is, of course, essential that the correct setting for the particular distributor should be employed. Recent modifications in Lucas distributors have included a two-stage development of contact breaker cam profiles and there are now three types of cam lobe in service known respectively as the symmetric, asymmetric and high-lift.

Up to 1949 symmetrically shaped cams were used, but the asymmetric cam was then introduced on distributors for four-cylinder engines. Six-cylinder engines continued to have distributors with cams of the older symmetric type. The asymmetric cam was introduced in order to reduce pitting and piling by causing the contacts to open quickly and to close slowly.

For distributors manufactured before

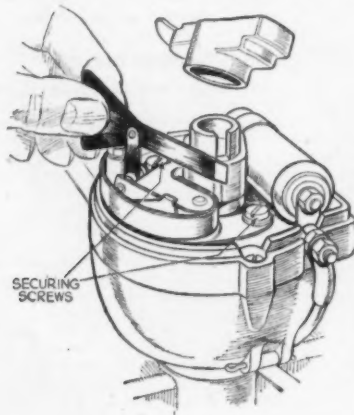
1952, having either symmetric or asymmetric cams, a contact gap width of 0.010 to 0.012in should be maintained, although when replacing contacts a setting of 0.014 to 0.016in should be adopted to allow for the initial bedding-in of the fibre heel of the contact breaker, and then—after, say, 500 miles running—the gap should be checked and if necessary reset to the standard 0.010 to 0.012in.

During 1952 both four-cylinder and six-cylinder distributors have been produced with the new high-lift cams, the four-lobed cams retaining an asymmetrical profile. The gap in this case should be maintained at 0.014 to 0.016in, both during the running-in period and afterwards during normal service. The high-lift cam gets its name from the steep angle of the cam profile, the rocker arm lift thus obtained, together with the wider gap, serving to reduce still further the pitting and piling. At the same time the high-lift cam with four-lobed cams allows the contacts to remain closed for a longer period, thus giving more time for the ignition coil to build up its magnetic energy, so giving an improvement in high-speed engine performance.

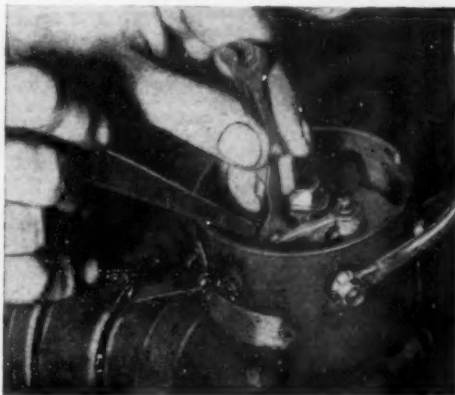
Accurate Timing

Another advantage is that the high-lift cam enables increased accuracy of ignition timing to be obtained. The reason for this is that the point of maximum contact separation occurs over a smaller angular movement of the distributor shaft as compared with previous cam designs. Greater care, however, is necessary when checking the gap, because it is essential that the fibre heel of the rocker arm should be on the highest point of the cam lobe before making the adjustment.

When fitting new contact points they should first be wiped with a petrol-moistened cloth. At the same time the pivot pin should be lubricated with a smear of Mobilgrease No. 2.



Contact breaker gaps should be given proper maintenance; it is advisable to check them every 500 miles, as if the gap decreases below that specified engine performance will be affected. On the left the gap is being checked with a typical Lucas feeler gauge, made specially for the purpose. On the right is shown method of setting the points, using a normal feeler gauge.





What's cooking for Father this Christmas?

IT'S A WELL-KNOWN FACT that fathers have everything, so the problem of what to give them for Christmas is one of almost insuperable difficulty. The only rational solution is to give him something that while it is unmistakably his, benefits everybody. What we have in mind is "H.M.V." Car Radio. It's a present

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Crowds gather in the Strand, London (left), to watch John Gregson drive away in Genevieve in the film of the same name. The car is a 1904 Darracq.

NEWS and VIEWS

A Car in Your Pocket

AMERICANS planning a holiday in Europe can now buy a new Hillman Minx with their travel tickets and take delivery on arrival at their destination anywhere in Western Europe. The scheme is operated by Rootes Motors in the United States in co-operation with travel agencies, and is known as the "Car in your pocket" plan.

Swiss Sales Fall

RECORDS of motor vehicle imports into Switzerland during October show that Britain has dropped to fourth place, having held third position a year ago. Germany leads in this market, with 1,220 vehicles in a month, followed by the United States with 331, France with 299 and Britain with 208 vehicles. Britain took fifth place in tyre sales.

Two-strokes

AS stable-mate to the family car the light two-stroke motor cycle is becoming popular, partly because its safety record is very good compared with the

more powerful machines and also because it provides really economical transport for local use. A new edition of *Two-stroke Motor Cycles*, by the staff of *The Motor Cycle*, has now been published by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1. The price is 5s (postage 4d).

It is detailed and interesting, and the section on tuning, including lapping-in pistons, is extraordinarily tempting. These little motor cycle engines really are get-at-able!

Police Vehicles

THE allegation that some authorities were purchasing expensive cars for patrol use, thus causing resentment, was made in an exchange on the subject in the House of Commons. A member asked what guidance was given to the police about the price and type of vehicle.

Sir David Maxwell Fyfe replied that police authorities had for some years been asked to exercise the greatest care in authorizing the purchase of cars of over 18 h.p. or costing more than £1,000. Otherwise the selection was a matter for police discretion. If there were any specific instances of luxury car purchase he would be glad to look into the matter.

THE LAW AT CROSSINGS

AS was expected, the Minister of Transport was closely questioned on the implications of *Lester v. Pearson* and the law of precedence at pedestrian crossings (page 1637, December 12) before Parliament went into recess for Christmas. Two members wished to know his attitude in the face of the suggestion that the obligation of motorists should be made absolute. The Minister, however, showed a commendable reluctance to be rushed into action. He said that the duty of the driver of a vehicle was to give way to a pedestrian at an uncontrolled crossing if the pedestrian was on the crossing before the vehicle or any part of it had come on to the crossing. The decision of the Divisional Court in *Lester v. Pearson* did not affect this duty of the driver and he did not think that there was any need to amend the pedestrian crossing regulations.

The reply leaves the position as at present, with the result that *Lester v. Pearson* remains as case law. In that case, the driver pleaded that he had done everything possible to avoid a collision, but that a skid on a wet road had, so to speak, taken the matter out of his hands.

Further questions on pedestrian crossings were asked at the same time. The Minister said that cat's-eyes were not recommended at pedestrian crossings, but omitted to state the reason why they are of limited use; this is because crossings are usually in lit areas in which vehicles are not using head lamps. There is, therefore, no light for the studs to reflect.

Crossings have reduced accidents since zebra markings were laid down. In the first nine months of the year pedestrian casualties were about 3,000 fewer than in the corresponding period of 1951, a decrease of 7½ per cent.

"Genevieve"

DURING the past few weeks veteran cars have been seen threading their way through the London traffic in all sorts of unexpected places, in Hyde Park, Westminster, the Strand and the Old Kent Road, usually pursued by film camera men mounted on station wagons. They have been making scenes for a new Technicolor comedy entitled "Genevieve", produced at Pinewood Studios.

The story gives John Gregson and Dinah Sheridan a chance to reveal what happens to a modern marriage when the husband is bitten by the veteran car bug, Gregson playing the part of a young lawyer who is the enthusiastic owner of a 1904 Darracq, lent for the purpose by Mr. N. V. Reeves. Also prominent in the film is a 1904 Spyker lent by Mr. F. Reece, which appears as the property of an advertising agent, played by Kenneth More.

Members of the Veteran Car Club have co-operated enthusiastically, both by lending their cars and by providing technical advice, at every stage from the script onward in order to ensure authenticity. The R.A.C. have also collaborated, and as most of the Veteran Car Club members drive their own cars and provide their own passengers, this film, when released, will clearly be a must for motoring enthusiasts.

Apart from the two cars mentioned, 37 other well-known veterans have been used to provide an authentic reproduction of the Commemoration Run to Brighton. Two of the oldest are the Lewis-Evans 1896 Benz and E. H. Jarvis' 1899 Panhard-Levassor, both of which have been used a good deal. Shooting is now completed and the film should be released in the early summer of 1953.

French Oil "Balance" Trouble

A PROJECT is before the French Government for a very substantial reduction in the price of petrol, a figure of 2s 7d per gallon being spoken of. While this is excellent news for British tourists, it is failing to arouse any enthusiasm among the natives, for the reduction will be accompanied by an annual tax on the value of the vehicle. For the last 18 years the French have adopted the principle of taxation based on the use of the car, not on ownership.

Enquiry shows that the proposal comes from the petrol companies. Despite the high price, there is a very strong demand for heavy fuels for domestic and industrial uses. To meet this demand, the refineries are having to produce more petrol and the consumption of this is not as high as they would like it to be. Drop the price of petrol, they state, and consumption will go up, balancing output.

It remains to be seen what steps the Government will take, but it is certain that if the proposal should come before parliament for discussion opposition will be vigorous.

Licence Renewals

HELPLESSNESS on the part of a journal goes ill rewarded. In spite of a double check with the Ministry of Transport, the information given last week regarding licence renewal was not correct. In renewing by post it is not necessary to enclose the old licence. Renewal at post offices is not possible this year.

NEW SMALL DIESEL ENGINE

FOUR-CYLINDER FIAT OF 1,900 c.c.

A SMALL high-speed diesel engine of only 1,900 c.c. has been introduced by Fiat in Italy. It is a four-cylinder o.h.v. four-stroke unit similar in general layout to the Fiat 1900 car engine, and it develops 40 b.h.p. at 3,200 r.p.m. for a total weight of only 397 lb. The power-weight ratio is thus about 50 per cent higher than is common in the larger automotive diesel engines. The cylinder block and crankcase are produced from the same casting as is used for the petrol engine and the crankshaft design is the same, but the material is different.

The cylinder head is of the indirect injection type, using the Comet turbulent pre-combustion chamber originated by the famous British combustion engineer, Sir Harry Ricardo. This represents a departure for Fiat, as their larger commercial and industrial diesels use direct injection, but it was considered that on this small engine the multiple jets required for direct injection would be too tiny to be reliable. Preference has therefore been given to the pre-cell combustion chamber which uses a single jet injector; this type of combustion chamber is also noted for its smooth running, an important consideration in light diesel vehicles.

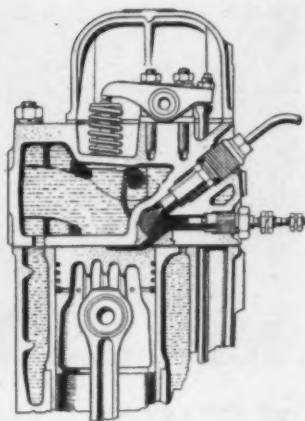
The cylinder block and base chamber

are a single iron casting with inserted wet liners, and the cylinder head is also cast iron. The flat-crowned pistons are in aluminium alloy and the main bearings are steel shells with lead-indium linings. The injection pump unit is made by Fiat under Bosch licence. Heater plugs are provided in the combustion chambers for cold starting and the engine is turned by a 3 kw electric starter operating on 24-volt pressure (125 amps). The injection pump incorporates a pneumatic governor operated by inlet manifold depression.

At present this engine is being fitted in small commercial vehicles, with a payload of 1½ tons, and also in 10-12-seater buses, but it is bound to attract the attention of car operators in countries where fuel economy is of special importance and it is an interesting newcomer in a field of engine design where the Mercedes-Benz 170D has hitherto had little competition. Consumption in light commercial vehicles is said to average 35 m.p.h. under Italian Bureau of Standards operating conditions.

SPECIFICATION

Fiat 615N Diesel Engine—4 cyl, 82 x 90 mm (1,900 c.c.). O.h.v., push-rod. Compression ratio 20 to 1. Maximum power 40 b.h.p. at 3,200 r.p.m. Weight 397 lb. Specific consumption 0.44 lb per b.h.p. hr.



Cross-section through the cylinder head of the Fiat 615N diesel, showing the Ricardo Comet combustion chamber with single-jet injector and the heater plug used for cold starting. The crankshaft runs in three main bearings and there is a fan-shaped sump of pressed steel designed to present the maximum area to the air stream.

ADVANTAGES OF PREMIUM GRADE PETROL DISCUSSED

O.H.V. Engines Have More to Gain Than Side-valve Units

EFFECTS on performance and economy of the average car using premium grade spirit were discussed at a meeting of the automobile division of the Institution of Mechanical Engineers in Birmingham recently. The discussion followed the reading of three Papers covering knock research, the significance of octane numbers in relation to road performance and the utilization of anti-knock quality. These papers were first presented to the Institution in London last February.

The main point arising was that in those cars already happy on Pool spirit—that is, the majority of those with side-valve engines—there would be very little gain from the use of premium grade spirit when it becomes available next year.

Little to Gain

Most existing side-valve engines were not subject to low-speed knock and were more prone to high-speed knock at maximum ignition advance. On these engines, therefore, in which the recommended spark timing for Pool was already close to the maximum-power timing, there was little to gain at either high or low speed with a fuel of high anti-knock quality. This is not a hard and fast rule, however, since the anti-knock requirement of individual engines may increase owing to deterioration in the condition of the engine.

Cars with overhead-valve engines would, it was stated, benefit most from the improved anti-knock quality of premium grade spirit. Low-speed knock is one of the limiting factors in the performance of

many o.h.v. engines, units of this type having a much higher octane requirement at low speed than at high. Thus, with a premium spirit, performance could be greatly improved, especially at low speed, merely by advancing the basic spark timing. Whether petrol consumption would be improved would depend largely upon driving technique; if full advantage were taken of the improved performance then there would be little gain in fuel economy. From road tests carried out by one of the authors since his Paper was written it had been found that economy could be improved by as much as 20 per cent when using premium grade petrol and maintaining a Pool driving technique. This was the best figure obtained and relates to one make of car. The actual gain in either performance or economy must vary between different makes of engine and between units of the same type.

Another advantage of better fuel, and this applies to both side-valve and o.h.v. engines, is that greater mileages should be run without decarbonizing. It is well known that an increase in combustion chamber deposits leads to an increase in octane number requirements. However, not only do these deposits have a volumetric effect but also thermal and chemical effects. The true chemical effect is not known, but there are several theories, one of which is that the deposits might be a source of peroxides or other pro-knock materials.

An advantage of better grade fuel which is not quite so obvious is that it is much less critical of ignition timing. With Pool spirit there is an appreciable drop in b.m.e.p.

on either side of the optimum timing position in terms of crank angle. The fact that there is less power loss with a high-octane fuel if the ignition timing is not in its best position is more important than is perhaps realized. Tests quoted by speakers during the discussion have shown that the timing can vary by as much as plus or minus five degrees over the engine speed range owing entirely to torsional wind-up in the drive from the crankshaft to the camshaft and distributor. These tests were made with the automatic advance bob-weights removed from the distributor and a solid drive in use. In many cars there is added to this torsional effect in the drive to the distributor some timing variation as a result of wear in the distributor itself.

Ignition Timing Dangers

Although, with premium fuel, ignition timing might be less critical in terms of power loss it should be emphasized that more harmful effects than with Pool spirit result if the spark is advanced beyond the correct timing for maximum power at high speeds. It was therefore stressed by one of the authors that the bad practice of setting the ignition to give trace knock at low speed should be dropped when premium spirit becomes generally available. It was suggested that engines should in future be produced with timing marks that can be seen easily of that the petrol companies might instruct garages through their marketing organizations in the correct methods of setting the ignition timing to give optimum results.



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THE SPORT

by

J. A. COOPER

Stirling Moss acknowledges the presentation to him of his third B.R.D.C. Gold Star by the Duke of Edinburgh, at the Jubilee Dinner at the Festival Hall last Friday.

TO me, as—I should imagine—to most other people, the highlight of a star-studded evening at the B.R.D.C. Silver Jubilee Banquet and Ball last Friday evening was the speech of the Club's President-in-Chief. In his speech—and how good a speaker he is—His Royal Highness struck exactly the right note for the occasion and went straight to the point. After a few extremely pertinent remarks concerning the Club itself, its functions, responsibilities and members, he went on to stress the greatly increased interest in motor racing in recent years, and the importance of racing to the country as a whole. The only field in which we are supreme is that in which the engines used are motor cycle units; the importance of racing is not that it may assist in marketing the cars with which successes are gained, but that it acts as a very good shop window for this country, fixing the attention of the world on our products, not only as motor cars but in every other field as well.

It is time that this lesson was learnt and appreciated by every responsible person and organization in Britain, from the Government down. In the motor cycle field, the very engines to which reference was made have been developed over the years by constant competition, and for years the British motor cycle has enjoyed a world-wide reputation which is only recently being seriously challenged; that this challenge should coincide with the partial eclipse of our products in the competition world and the resurgence of the products of certain Continental countries cannot be coincidence alone. In the racing car world, it is many years since this country produced a world-beater in the Grand Prix field, and the ill-fated B.R.M. project, for all its perfectly sincere and worthy intentions, has done nothing to further our reputation—quite the reverse, in fact. It is impossible to hope for a sudden reversal of this policy in 1953, the sole remaining year of the present racing formulae;

but now, and not in six months' time, is the time to be busy preparing for the new formula and 1954.

In the sports car field, our products have had more success and acquitted themselves more than honourably; the names of Jaguar and Aston Martin spring to the tongue in any language. But the recent successes of the German Mercedes-Benz team have underlined the fact that we cannot afford to rest on our laurels; development must go on, not in spasms but as a constant process, if any more successes are to be achieved. The powers that be have made a concession—some time ago—with regard to the payment of purchase tax on racing cars (although there are difficulties in that Act for the small producer); but more assistance could, and should, be given to those firms upholding British prestige in international competition. Not necessarily financial, not only material; a general move to smooth their paths wherever possible and—to employ a somewhat mixed metaphor—to short-circuit unnecessary red tape, is what is required.

I know that I have said all this before; I give you due warning that I shall probably say it all again before long. But the facts are there, and the probable outcome all too evident if a greater effort than at present is not made in the future. Let us hope for the best; meanwhile, if I thought it would do any good, I would go and stand on a box at Hyde Park Corner and shout myself hoarse.

AS this will be the last issue of *The Autocar* before the date on which you stuff yourselves with traditional items such as turkey and plum pudding, I had better take this opportunity of wishing you all a very Merry Christmas indeed. May Father Christmas remember you all, with stockings full of formula 3 cars (mustn't be too greedy), plugs, tyres and—most im-

portant—large bags of bonus, and I hope the family doesn't wake you up too early on Christmas morning. Oh, and don't slide into the ditch on the way over to Uncle's on Boxing Day—I know someone who did that last year!

FOLLOWING on a positive spate of rumours, it is now a fact that the Bristol Aeroplane company has made application to the A.C. de l'Ouest for three entries for the 1953 Le Mans 24-hour race. This is indeed welcome news, presaging as it does the probable entry of the West Country firm into sports car racing in a fairly big way. Presumably the recent acquisition by the company of the G-type E.R.A. has a considerable bearing on the design of the cars to be employed. More later on this subject; but rumour has it that Lance Macklin and Tony Rolt may be among the drivers during the coming season.

TOMORROW comes the R.A.C. Trials Championship, entrants for which must have qualified in some of the specified list of the principal trials already held this year. That is, as far as the English entrants are concerned; two Scottish and three Irish drivers have also accepted invitations to take part as representatives of their respective areas.

All the observed sections this year are adjacent to Gandale Camp, Catterick, Yorkshire; the R.A.C. has signposted routes leading to the start from Catterick, Leyburn and Richmond. A novel system of marking has been adopted; on each section, any driver clearing the top of the observed portion with all four wheels will lose no marks, the driver getting nearest to the top will lose one mark plus a number of marks equivalent to the number of competitors who successfully clear the top, the next driver two marks plus the same additional penalty, and so on. In the event of a tie, the clerk of the course will either nominate an observed section, the performance on which will be taken to resolve the tie, or will arrange

THE SPORT

for the inclusion of a timed test to be attempted only by those competitors involved in the tie.

This should be a most interesting event; the route will be divided into three sections, and the competitors into three groups; the starting order will be determined by ballot, and each group will attempt each section in turn, the individual order of attempts also being varied. The drivers taking part are 27 in number.

Qualified: A. D. Aldred, J. H. Appleton, E. J. Chandler, R. F. Chappell, C. Corbushy, A. H. A. Day, R. W. Faulstich, E. Harrison, F. Harrison, T. C. Harrison, E. A. Jancey, M. H. Lawson, J. D. Lewis, G. P. Mosley, R. W. Phillips, D. W. Price, A. E. Rumbold, H. Sinclair-Bencey, C. M. Seward, E. B. Wedgworth, W. H. Waring, M. Wilde, Scotland: P. M. Goodall, J. E. Wilson. Northern Ireland: R. C. McKinney, W. T. Todd. Hire: K. P. Murray.

AS far as plans for next year are concerned, news is gradually filtering through with regard to some of the Continental drivers. Chiron, who, as recorded some weeks ago, is now fully recovered from the injuries received in his accident in Sicily early this year, will drive in 1953 formula 2 races as a member of Enrico Platé's team, the other regular driver being Emanuel de Graffenried. The cars will be 2-litre Osas of the latest type.

The other famous stalwart of French racing, Philippe Etancelin (known for years to the French crowds as "Phi-Phi"), has now decided to give up active participation in the sport. He did little racing this year, but took part in the French G.P. with a Maserati, and at the end of the race was made a Chevalier of the Légion d'Honneur for his services to French motor sport. I think that of all the races in which I have seen him drive perhaps the best performance he put up was in the Italian G.P. at Monza in 1949, when he finished second in his Talbot to Ascari's Ferrari; on that day he must have been right back in his best form, as when, almost 20 years earlier, he used to challenge and even beat Nuvolari and Varzi with his privately owned Maserati.

It is now rumoured that the Mercedes-Benz team of drivers in some, at least, of next season's sports car races may include not only Fangio but also Bracco, in addition to the existing German drivers. Bracco, of course, put up a magnificent

show against the Mercedes in the Mexican classic, being unfortunate in having a transmission failure in his Ferrari when leading on the last day but one.

THE B.R.D.C. has produced a very fine book, to commemorate the celebration of its Silver Jubilee. This is a joint effort by members, having been written, designed, printed and published by them, and is a beautifully produced and finished work, in itself a remarkable tribute to the versatility of the members of the club.

It is quarter-bound in leather of British racing green with buff cloth sides. The frontispiece is a coloured photograph of H.R.H. the Duke of Edinburgh, K.G., K.T., the President-in-Chief; there are close on 200 pages of text, followed by 32 pages of art paper illustrations which have been carefully chosen from the work of the principal motor racing photographers and cover the whole period of the club's existence.

In the text are 43 chapters (all by members of the club) covering many aspects of motor racing at home and abroad. Among the many distinguished contributors are the late John Cobb, S. C. H. Davis, J. D. Benjafield, F. R. Gerard, Stirling Moss, Raymond Mays, Sir Algernon Guinness, Bart., Lord Brabazon of Tara and Count Giovanni Lurani-Cernuschi. The subjects include Grand Prix racing, sports car racing, 500 c.c. racing, the Mille Miglia and the early days. Altogether this is a collector's piece; the one (and only) edition consists of 2,500 individually numbered copies, and the price is three guineas. Enquiries to the secretary of the B.R.D.C. at 4, Park Lane, London, W.1.

SYDNEY ALLARD and John Heath have entered into joint arrangement for the production of certain de Dion axle parts which will be used on both the larger Allard sports cars and the H.W.M. formula 2 racing cars for the next season. This will give H.W.M. the benefit of the quick-change transmission arrangement now available as an optional extra on export Allards. By removing a cover plate at the rear of the axle, two spur gears can be changed in a few moments to alter the final drive ratio without the necessity for substituting a new crown wheel and pinion. Experimental units are also being supplied to other British sports car manufacturers.

THE London M.C. held its annual dinner and dance at the Park Lane Hotel in London on Tuesday evening of last week, and something in the order of 375 people attended. As befitting a function organized by those energetic and inventive types, Maurice Wick and Nina Imhof, it bristled with amusing moments; the speeches were excellent, emanating as they did from such practitioners as the club's president, Sydney Allard, Eric Findon, Rodney Walkerley and Godfrey Imhof. So many well-deserved tributes were paid to Sydney that he must still be blushing, and there certainly could be

nobody at the dinner who was left in any doubt as to who had won the 1952 Monte Carlo Rally!

The evening's dancing commenced after Mrs. Allard had ably accomplished the arduous task of presenting the year's awards, which were legion; later on came a series of races over the length of the ballroom on some devices known as Mobo Broncos, in which the Press team did not particularly distinguish itself. The president, however, was adept at controlling his steed (though it was, perhaps, unkind of someone to remark that it must steer like an Allard), and was defeated in the final by Mrs. Lola Grounds only because he was made to face the tail of the animal as a handicap, and she was given a monumental push start! Altogether one of the better evenings, and fortunately the fog had departed during the day, so nobody had any trouble about getting home. Well, not that sort, anyway.

THE range of specials bearing the name of Lotus will be familiar to many people; they have used Austin Seven and Ford Ten components, and the latest one, raced this year by A. C. B. Chapman and others, has a Ford Consul power unit and proved extremely light and fast. Colin Chapman tells me that the Lotus Engineering company is busy producing components from which customers will assemble some replicas of this car, while one will have a potent 1½-litre version of the M.G. TD power unit and be raced by P. D. Gammon, who has competed with a very fast M.G. on many recent occasions.

THE motor racing exhibition which is being organized by the B.R.D.C. in aid of the National Playing Fields Association, at Stratton House, Piccadilly, will be opened at 10 a.m. on Monday next, December 22, by Stirling Moss. The exhibition, which features models of racing cars over the last 30 years, will be open daily from 10 a.m. to 8 p.m. until the following Tuesday, December 30.

CLUB NEWS

Chiltern C.C.—Fog depleted the entry of the Chiltern Hills Trophy Trial, run on Sunday, December 7. Starting from High Wycombe, Buckinghamshire, the course was reasonably clear of it, and the 24 competitors who battled their way through it lost no marks on this score.

The observed sections had been well chosen for their awkwardness, but unfortunately the frosty weather had made the Chiltern hills a little too difficult. The first, in a wood near the start, stopped everyone; the next hazard let only four through—C. Pettitt, J. C. Smith, E. J. Chandler and B. H. Cox, in their Ford Ten-engined specials. Of these only Pettitt, eventual winner, overcame the third and steepest section of the day.

The moto-cross that has been introduced recently into a few trials was run at Shillingridge, where competitors had to speed around a rough circuit marked by a pylon. Smith and Percy Barden in the Cotton IV were the fastest here, followed closely by L. F. Notley (Cox II) and Chandler. After the lunch break, at the Chequers Inn, Fingest, Buckinghamshire, the first hill might have been the most interesting under less severe con-

COMING SHORTLY

- DECEMBER 19.—B.A.R.C. Dinner-dance, Hyde Park Hotel, Knightsbridge, London, S.W.1, 7 for 7.30 p.m.
- 20.—R.A.C. Trials Championship, near Angel Hotel, Caterick, Yorkshire, 9 a.m.
- 21.—Seven-Fifty M.C. Wrotham Cup Trial, Spring Tavern, Wrotham Heath, Kent, 12 noon.
- 21.—Leicestershire C.C. Children's Christmas party, Airman's Rest, Rugby Lane, Leicester Forest East, Leicester, 4 p.m.
- 21.—Sheffield and Hallamshire M.C. Christmas Trial, Peacock Hotel, Owlser Bar, Yorkshire, 12 noon.
- 26.—M.G. C.C. (S.W. Centre). Cecil Kimber Trophy Trial, Mile 3 Roadhouse, near Bristol, Gloucestershire, 12 noon.
- 28.—Jersey M.C. and L.C.C. New Year Trial, St. John's Hotel, Jersey, 11 a.m.
- JANUARY, 1953
- 2-3.—M.C.C. Exeter Trial, starting Stratford-on-Avon, Leamington; and near London, 10.30 p.m.
- 3.—Herts County A. and A.C. Party and dance, Kings Arms Hotel, Berkhamsted, 7.30 p.m.
- 3-4.—Vintage S.C.C. Measham Rally, Sandford Hotel, Church Streeton, Shropshire, 10.30 p.m.

Kevin Murray, of Sligo, at the wheel of his Ford special during the recent Irish M.G.C.C. Winter Trial at Embankment, County Dublin; he won the specials class.



ditions, but only Chandler and Smith forced their machines into the third sub-section. However, a few of the weary competitors were able to break their run of failures on the last two sections. At the Spade Oak Hotel, Bourne End, 18 gallant crews signed off as having finished the course. The fog was coming up again and those with journeys made off for home, while the rest remained to eat bacon and eggs and hear the provisional results, as follows:—

Chiltern Hills Trophy: Ford 1,172 (C. Pettitt), 40.6 mins lost.

Chorltonbury Cup (best 1952 formula car): Cotton

Vol IV 1,172 (P. A. Barden), 41.

First-class awards: Austin Ten (A. O. Curwen),

92.2; J.C.R. 1,172 (J. O. Smith), 50; Chandler

1,172 (E. J. Gifford), 50.8.

Second class: Dellow 1,172 (B. H. Cox), 55.2; Cox

II 1,172 (L. F. Notley).

Souvenir (Children's Award): Dellow 1,172 (M. J. Hughes), 55.8.

Morgan 4-4 Club.—All the rally and trial events recently have been hampered or helped by the severe weather. In the annual night rally, run on November 29-30, the course was made even more interesting by the snow, ice and fog that visited the Derbyshire hills and added unscheduled hazards. The last competitor "home" arrived in Leicester at 10 a.m. on Sunday morning to join the tired group of competitors and marshals for breakfast. **Results:** Open class: 1, Morgan 1,267 (G. J. Stallard); 2, Morgan 1,267 (A. W. Taylor); 3, Morgan 1,098 (Miss A. M. Jervis). **Closed class:** 1, Austin 1,200 (G. L. Stratton); 2, Porsche 1,286 (H. Sutcliffe); 3, M.G. 1,250 (A. L. Dyke).

Sporting Owner D.C.—The Esso film show, at the London Gliding Club, Dunstable, Bedfordshire, on December 3, was a great success. Secretary W. P. H. Lockhart welcomed members and friends, and mentioned that there will be another similar show in January.

North Midland M.C.—Although organizers of the Autumn Sports Trial (December 7) had planned a course that would give competitors a sporting—and rough—day, they could not have arranged the frozen snow and ice that covered the observed sections on top of the usual ration of mud. Starting from the Devonshire Arms, Baslow, Derbyshire, the entry of 25 cars had 35 miles to cover. Three of the eight hills were unconquerable, and only the eventual winner, J. Lumley, surmounted a fourth.

Hartlepool and D.M.C.—Severe icing conditions and frozen snow on high ground disrupted time schedules in the Cleveland rally, run over a wintry course in the Cleveland and Hambleton Hills area, Yorkshire. Members of the Stockton, Darlington, Newcastle, Burnhope, M.G. and Yorkshire Sporting clubs were invited to compete, and there was a variety of different types of car in the entry. After the morning road section, leading across moorland roads, driving tests were held on the airfield at West Hartlepool. Best performance of the day was put up by K. N. Lee, driving an M.G.; best novice was C. Harrison, in a Frazer-Nash-B.M.W. **Class winners:** up to 1,000 c.c.: Stockton (M. Robinson); 1,101 to 1,500 c.c.: K. N. Lee; over 1,500 c.c.: Jaguar XK120 (A. Slater). **Team award:** M.G. North Eastern—K. N. Lee, D. Butterworth, A. Stoen. **Best Hartlepool member:** Riley (E. Herbert). **First-class awards:** Ford (S. Weightman), M.G. (Dr. Armstrong), Ford (H. Lang).

Sunbac.—Annual dinner and dance is too formal a term to be applied to Sunbac's yearly party, to be celebrated on January 8, at the Town Hall, Sutton Coldfield, War-

wickshire. Tickets (22s 6d, 7s 6d dancing only) from the secretary, 106, Jockey Road, Sutton Coldfield.

Loughborough College M.C.—On Saturday, December 6, the first of the 25 competitors in the night rally left Loughborough. Conditions were "ideal," as the night was dry and most of the roads to be covered were ice-bound, with patches of fog in some places. This required skilful driving and accurate navigation and time-keeping; many drivers lost few marks for late arrival at controls; nevertheless organizers had the satisfaction of being able to announce the final results from marks lost on the road section alone.

The route led northward to the Buxton area, where a width-judging competition had to be undertaken. Immediately afterwards there was a timed ascent of a short hill, which provided some of the excitement of the night. Many cars suffered from excessive wheel-spin; R. Utley's Dellow romped up the gradient, and P. Wing's Mayes Special was also very fast.

There were still many miles of motoring to Ashby, the finishing point. A secret check caused more to lose marks. It was a well-organized event, christened the "Miniature Monte."

Results: Best performance: Rover (A. B. Longden), runner-up: M.G. TC (G. C. L. Plucker). **First-class award:** M.G. K3 (W. A. Matthew). **Second-class award:** Austin Seven (W. Harrison). **Third-class award:** Standard Eight (H. R. W. Hughes).

Nottingham S.C.C.—The George Hotel, Nottingham, was packed for the annual dinner-dance on December 6. In proposing the toast of the club, W. Harbord—who edits the club journal—said that membership was over 450, despite the loss of Gamston, and that club activities had, in fact, increased. Among those present was G. Crossley, one of the original members. Mrs. J. R. Weldon-Jackson distributed the season's awards.

Sunbeam Register. Catering for owners of Wolverhampton-built Sunbeams, the Register has nearly 400 cars on its records. London-built Roebuck Talbots are now to be admitted into this hierarchy, thus meeting the worthy demand for a Talbot Register without increasing the present high population of one-make organizations. It will also give Talbot and Sunbeam drivers the opportunity to compete against each other in club events and to share in general club privileges. (Mrs. W. Boddy, Honorary Registrar, Carmel, Wood Lane, Fleet, Hampshire.)

Singer O.C.—Headquarters of the club have been moved to Ashtons Hotel, London Street, Paddington, London, W.2, where meetings are held on the third Wednesday in each month at 8 p.m.

Mercedes-Benz Club.—The recent showing of the new Shell Le Mans film to members at the Kings Arms Hotel, Hampton Court, Middlesex, was most appropriate in view of the Mercedes victory. A supporting programme of the Gordon-Bennett races was also shown, taking spectators right back to the early days of road racing.

North London M.C.—This recently re-formed club has already a good programme of social and competitive events. On December 3 a film show at the White Lion Hotel, Edgware, Middlesex, provided members and friends with a cheerful if closely packed evening, when some Esso films were shown of both car and motor cycling events.

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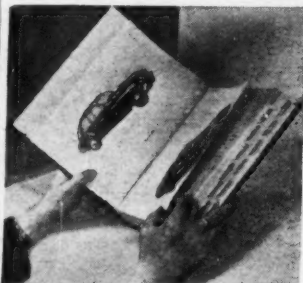
Juan Manuel Fangio, the world champion racing driver for 1951, has bought a Jaguar XK120C.

Toledo Woodhead Springs, Ltd., made a trading profit of £93,441 (£70,192 previously) for the 12 months ended on August 31, 1952. Profit for the year carried down was £28,795 (£26,689 previously).

Austin A.40 Somerset and Sports are the latest models for which Castrol lubrication charts are available. The charts are suitable for wall-mounting in the garage, and they are available without charge from C. C. Wakefield and Co., Ltd., Grosvenor Street, London, W.1.

A new leaflet (CB.101) called *Introducing B.E.N.*, has been published by B.E.N. Patents, Ltd., High Wycombe, Buckinghamshire. It deals with the B.E.N. range of portable and stationary air compressors, and so on, and is available without charge direct from the company.

What must be among the finest workshop manuals ever compiled has been produced by the Bristol company for all Bristol models to date. It has hundreds of pages and is visibly divided into sections. Distributors have been supplied with copies and private owners may obtain a manual for £5 5s. The binding permits the insertion of new pages, and each copy is numbered and a record kept by the company so that copies can be kept up to date in future.



The new workshop manual for all Bristol cars produced to date.

Mr. Ian M. Gillert, previously general manager of Silentbloc, Ltd., Victoria Gardens, Ladbroke Road, London, W.11, has been appointed managing director. Mr. Brian H. Dulanty has also been appointed to the board. Mr. S. Buchan, M.A., B.Sc., Ph.D. (Cantab.), has been appointed to the board of the Andre Rubber Co., Ltd., Kingston By-pass, Surbiton, Surrey, a subsidiary of Silentbloc, Ltd. He was previously general manager.

Chauffeur hire (by the hour, day, week or month) has now been added for Coronation year to the services provided by B. J. Henry, Ltd., the vehicle delivery agents of Oxford. This company has delivered more than 250,000 vehicles to British docksides during the last six years, and is closely connected with the Nuffield Organization in this respect. The new

chauffeur service, the firm suggests, may be particularly useful to motorists who are going abroad and wish to use their own cars to the quayside, having them taken off their hands at the last moment.

Mr. Harold Burke, M.I.Mech.E., M.I.Prod.E., F.I.I.A., director and general manager of Concentric Manufacturing Co., Ltd., Tyburn Road, Birmingham, and director of a subsidiary company, Metaducts, Ltd., of Brentford, has been appointed joint managing director of the parent company. He has also been elected a director of the subsidiary companies, Rowmill Metals, Ltd., and T. Miller, Ltd., of Birmingham. Mr. Burke is chairman of the Council of the Institution of Production Engineers, and was president of the Birmingham section from 1949 to 1951.

A new ocean terminal is being built by the Regent Oil Co., Ltd. at Canvey Island, to provide additional storage and distributing facilities for petroleum products in the Thames area. Up to the present the company has employed mainly hired storage on the Thames and Medway. However, owing to the ever-increasing demands on public wharfers' storage, and the growth of company business, this has now become inadequate. A further consideration has been the increased demand for aviation fuels, with special storage and handling requirements attaching to them. The new installation at Canvey will have a capacity of about 60,000 tons.

To commemorate the 25th anniversary of the factories of the Goodyear Tyre and Rubber Co., Ltd. at Wolverhampton, the company has just held a three days' silver anniversary celebration. The celebrations were opened with a dance at the Baths Assembly Hall on December 15. The families of all Goodyear employees were invited to visit the factory and see for themselves how tyres and other Goodyear products are made from start to finish. These factory trips were conducted over a period of three days. A whistle drive and a boxing tournament were also held. The celebrations close with a grand gala dance at the Civic Hall tonight, December 19.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16594. 16 h.p. and 20.9 h.p. Sunbeams
"R.W.H."—General experiences and tuning data for the 1929 16 h.p. and 1933 20 h.p. models.

No. 16505. 1929 24.5 h.p. Marmon

"C.N.H.W."—General information, maintenance data and a handbook for the straight eight sports coupe.

No. 16506. 1936 Type 500 Mercedes-Benz
"J.T.S."—All possible information, maintenance hints and a handbook.

No. 16507. 1949 Studebaker Chaparral
"R.D.E.P."—Hints regarding tuning Carter carburettor for economy, general experiences and a workshop manual.

No. 16508. 1929 A.C.

"T.R.C."—Any available information and a handbook.

No. 16509. 1935 M.G. Magnette

"K.B."—Maintenance hints and handbook for N-type.

No. 15510. Handbooks Required

"V.H."—1930 Standard Twelve.

"N.V.D."—1937 B.S.A. Scout.

"R.W.F."—1938 Rover Sixteen.

"J.B."—1937 Singer Super Twelve.

"E.F."—1939 or 1946 Standard Eight.

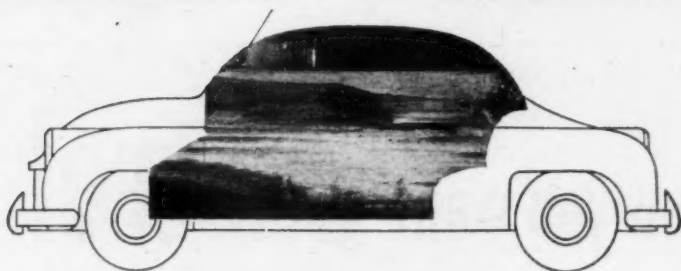
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BENTLEY 3½-litre with handsome fourseamer Continental coupe coachwork by Barker. Striking lines and comprehensively equipped, including an excellent heater. Beautifully cellulosed in black and suede green. Almost without blemish throughout. Splendid chassis, 1934, but not dated in any way, extra £425

BENTLEY 3½-litre 1936 Vanden-Plas four-door sports saloon of exceptional approach. Low wheel lines without loss of headroom. Fitted late type H.M.V. push-button radio, very good tyres all round. Ace wheel discs, excellent luggage accommodation in contoured boot. Reasonable mileage and scored for some time. Black with clean lawn hide interior £880

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BENTLEY 4½-litre, 1937 chassis, series B.H.M. with genuine Park Ward Continental sports four-door saloon coachwork which is probably the finest of all and exceedingly rare. Magnificently styled with tasteful and elegant lines and finished in black and grey with rich red line. Special seating gives archaic high speed cruising, extras include long range driving lights, etc. a grand car; nearly new Dunlopillo slab overlay to seats, giving exceptional comfort. Engine stripped by makers in 1950 and has only done 15,000 since. Two changes of owner only (same hands nine years) £965

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1952 AUSTIN A40 Sports tourer, B.M.T.A. permission, mileage under 7,000, black, brown leather, radio and heater	£785
1951 FORD Zephyr saloon. Radio, heater, loose covers. Immaculate	£785
1950 (Dec.) FORD Prefect 16 h.p., black leather	£475
1951 MORRIS Oxford saloon. Colour grey, superb condition	£660
1950 (Dec.) AUSTIN A40 saloon, S.R. Many extras	£575

CAR SHOWROOMS: 20-31, Edgware Road, Marble Arch, W.2. 'Phone: Paddington 3075-6.
SERVICE STATION: (Open day and night), Midland House (adjoining Midland Hospital), Cleveland Street, W.1. 'Phone: Museum 1032.
West End Stockists of MORRIS Spares.

Most reliable cars
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TANKARD & SMITH
LIMITED
LONDON'S CAR SPECIALISTS

Write or 'phone for complete price-list of used cars.

1935 BENTLEY 3½-litre saloon	£450
1939 HILLMAN Minx saloon	£225
1939 FIAT 500 coupe	£225
1939 STANDARD 8 saloon	£250
1945 HILLMAN Minx saloon	£295
1947 STANDARD 8 saloon	£325
1947 STANDARD 8 d.h. coupe	£375
1949 STANDARD 14 saloon	£495
1949 MORRIS Minor saloon	£475
1950 AUSTIN A.40 saloon	£325
1949 MORRIS Oxford saloon	£375
1950 WOLSELEY "450" saloon	£425
1951 MORRIS Oxford saloon	£450
1951 HILLMAN Minx d.h. coupe	£475
1951 ALLARD saloon	£475

Written guarantee with every car.
DEFERRED TERMS

Part exchanges and purchases.

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CHELSEA, S.W.3.

FLAXman 4801 (5 lines)

A.A. & R.A.C.
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INVITED



36 YEARS
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Also at TOTTENHAM & PECKHAM

See how you save with HENLYS SMALL MILEAGE CARS

		LIST PRICE	HENLYS PRICE	SAVING
		£	£	£
1949	ARMSTRONG SIDDELEY Typhoon Saloon	1,246	795	451
1951	ARMSTRONG SIDDELEY 18 Whitley Saloon	1,557	1,025	532
1952	AUSTIN Sheerline	2,034	1,395	639
1949	AUSTIN A.40 Devon S/Saloon	735	595	140
1949	AUSTIN A.70 S/Saloon	989	645	344
1950	AUSTIN A.70 Saloon	976	725	251
1951	AUSTIN A.90 Saloon	1,431	875	556
1949	BENTLEY 4½ MK. VI Std. Steel	4,823	2,850	1,973
1951	FORD Pilot Saloon	780	645	135
1951	HUMBER Super Snipe	1,627	1,125	502
1951	HUMBER Hawk Saloon	1,129	895	234
1950	HUMBER 27 Imperial Saloon	2,171	1,375	796
1949	JAGUAR 3½ S/Saloon	1,263	875	388
1949	JAGUAR 3½ Mk. V S/Saloon	1,263	995	268
1950	JAGUAR 3½ Mk. V S/Saloon	1,537	1,195	342
1951	JAGUAR XK.120	1,759	1,475	284
1951	M.G. T.D. 11	825	725	100
1951	M.G. 1½ Saloon	989	775	214
1950	MORRIS Six Saloon	997	695	302
1951	RILEY 2½ Saloon	1,642	1,275	367
1949	ROVER "75" P.3 Saloon	1,106	945	161
1951	ROVER "75" P.4 Saloon	1,487	1,095	392
1949	STANDARD 18 Vanguard Saloon	919	595	324
1951	STANDARD 18 Vanguard Saloon	919	775	144
1950	SUNBEAM TALBOT "90" Dropt'd Coupe	1,054	875	179
1950	SUNBEAM TALBOT 90 Saloon	1,054	825	229
1951	TRIUMPH Renown	1,440	995	445
1950	WOLSELEY 6/80 Saloon	1,121	795	326

7 days' Free Trial

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Also a large Selection of New Cars for Immediate Delivery

HENLYS

England's Leading Motor Agents

HEAD OFFICE: Henly House, 385 Euston Road, London, N.W.1 Telephone: EUston 4444
 Devonshire House, Piccadilly, London, W.1 Telephone: GROsvenor 2287
 MANCHESTER, 1-5 Peter Street Telephone: Blackfriars 7843
 BOURNEMOUTH, The Square Telephone: Bournemouth 6314
 BRISTOL, Cheltenham Road Telephone: Bristol 1326
 NORTHAMPTON, A. Mulliner, Ltd., Bridge Street Telephone: Northampton 907
 CAMBERLEY, 182 London Road Telephone: Camberley 77

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The Autocar

CLASSIFIED ADVERTISEMENTS

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BOX NUMBERS

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The Publishers retain the right to refuse or withdraw advertisements at their discretion.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

1949 (Sept.) saloon, passed works, perfect, extras; 2655 nearest dealer considering car—54, Northway, Maghull, Liverpool. Maghull 456. (16075)
A.C. d.b. coupe, 1935, mechanically perfect, immaculate late cellulose, very clean interior, perfectly maintained since new, in genuine specimen condition; 1900s—Carr Bros, Garsane, Ltd., 50 Garsane, Soho Sq., W.1. Tel. 6679/5. (6136)

XXX Cash immediately for good A.C.—H. P. Edwards, 26, Upper High St., Epsom 9400. (172001)

ALFA-ROMEO

L. F. WARD, Ltd.
1951 Alfa-Romeo 1900, 6,000 miles, fitted radio, heater, perfect example.
L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. (102406)
!! Chipped Motors, Ltd.—See our advertisement under "Sports Cars." (101446)
ALFA-ROMEO 1946 6-cyl 24-litre with 5-spacer superchargers drop head coupe body, equally suitable as family or sports car, excellent condition, original retail price this model in U.K. needed £2,600, first reasonable offer secure, exchange considered—Jourdain, The Barnack, Kingston-upon-Thames. (15680)

BARTLETT, Alfa-Romeo specialists, 27a, Pembridge Villas, W.11. (171013)
ROWLAND SMITH'S, the Alfa-Romeo buyers—Hampstead High St. (Hampstead Tube), Ham. 5041. (091374)

Alfa-Romeo Spares and Service
THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars—Brooklands Track, Weybridge. Byroad 505. (101247)

ALLARD

PARADE MOTORS (MITCHAM), Ltd.
1948 red 2-seater, in beautiful condition, mechanically perfect. £565.
PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mit 3392. (102036)

RING or write for latest list of rapidly changing stock—Richards & Carr, 35, Kinnerton Rd., Wilton Place, London, S.W.1. Epsom 5424. (102045)

1952 Allard saloon, black with brown leather, un-used, unregistered, slightly showroom soiled; £1,230—Lushmore Garage, Balacombe Rd., Torquay 7041. (15980)

TANKARD & SMITH, Ltd., offer 1949 Allard drop head coupe, green with blue leather, 45,000 miles, two owners, £395; three months written guarantee; also 220 registered used cars of all makes.—198, Kings Rd., S.W.3. Tel. Falmes 4801/5. (104006)

1949 Allard saloon, 4.4-litre engine, 9,000 miles, 3-spacer, red leather upholstery, 1910 for jumps, heater, well shod, 16/20mpg, oil negligible; £525—Beacon, Great Napchester, N.C. Dover. Kearney 67. (15974)

Alford Cars Wanted
BARTLETT, the Allard buyers, 27a, Pembridge Villas, W.11. (171013)

1949 (30) drop head or saloon—Hambling, 2, Abner St., Kirtall Rd., Leeds 3. (15643)

ROWLAND SMITH'S, the Allard buyers—Hampstead High St. (Hampstead Tube), Ham. 5041. (090678)

RICHARDS & CARR, the best Allard buyers—39, Kinnerton St., Wilton Place, London, S.W.1. Epsom 5424. (173043)

ALVIS

CAR MART, Ltd.
1949 Alvis 14hp coupe, radio, guaranteed; £595.—Car Mart, Ltd., 320, Strand Rd., N.W.1. Euston 1212. (101059)

EPPS BROG offer—

1950 (Nov.) Alvis 5-seater sports roadster, red, one careful owner, unblemished; £695; exchange, (over £1,000)—**ARCHER GARAGE**, Green St., Green, Farnham (Kent) 2344. (15956)

SALES & WANTS

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Advertisement Form

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MOTORISTS!

ACCOMMODATION—HOTELS
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 87

ALVIS

ALTON GARAGE, of Fiddington

CORDIALLY wish all readers a Merry Christmas and a Prosperous New Year; the new tax rating will benefit all would-be Alvis owners and we have a fine selection of pre-war models from as little as £225; we can also offer help with spares, repairs, insurance and latest type R.P.—17-19, Brook Mews North, Fiddington, W.3. Tel. 4710. (101007)

GUY SALMON AUTOMOBILES offer—

1938 Alvis 12/70 drop head coupe, one owner, £550.—Portsmouth Rd., Thames Ditton, Esher. Brook 6551-5-3. (104001)

BROOKLANDS: Alvis distributors, new 3-litre.

1952 Alvis 3-litre sports 2-seater.

1951 Alvis 3-litre coupe, radio.

1951 Alvis 3-litre saloon, radio, heater.

1950 Alvis 14hp saloon, small mileage.

1950 Alvis 14hp sports 2-seater, extra.

1948 Alvis 14hp saloon, radio, heater.

1948 Alvis 14hp Tackford coupe, radio.

A VIS cars examined and approved by makers.

BUY or sell your car.

103 New Bond St., W.1. Mayfair 6551-8. (101008)

!! Chipped Motors, Ltd.—See our advertisement under "Sports Cars." (101446)

1949 Alvis T.A. 18 sports saloon, grey with grey leather, excellent condition throughout, £725.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-upon-Thames, Rd. 2241. (102028)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." (102041)

1937 model Alvis Speed 25 tourer, finished in black, fitted heater and new hood, this car has an excellent bid; £575.
BREW BROTHERS, Ltd., 133, Old Brompton Rd., B & W 7 Kensington 2468. (10006)

CAMDEN MOTORS.—Alvis Speed 20 Vanden Plas sports saloon, excellent coachwork, very good chassis recently fitted new tyres, fast and reliable, £145.
CAMDEN MOTORS.—Alvis 11hp Silver Crest sports 4-light saloon, 1936, fine quality car with impressive performance, black, red leather, very attractive condition, £325.

CAMDEN MOTORS.—Alvis 14hp fourseater drop head coupe, 1948, unblemished coachwork, nominal mileage only, exceptional value at £645.

CAMDEN MOTORS.—Leighton Buzzard, Beds. Tel. 2041, Open till 9 p.m. Write for catalogue. Open all day Saturday, 27th December. (101035)

CUT ALFRED & Co., Ltd.—1950 Alvis sports 4-seater, black/red leather, negligible mileage, superb order, £725—6-7 Warren St., W.1. Euston 3262. (101005)

ALVIS 11 1938 4-seater coupe, 50,000 miles, 1 owner, body completely overhauled, repainted black, mechanically perfect, lively, most attractive car, £275.—Box 4396. (101006)

LATE 1951 3-litre saloon, small mileage, perfect condition; many improvements, including Bentley type headlamps, etc.—Full details and history on request—Box 4354. (16176)

1937 Alvis Speed 25 4-door de lux saloon, in really exceptional condition throughout; £325—Jacquet, Ltd., 265-7, Hammermith, Rd. W.6. Riverside 6677-8. (102043)

1936 Alvis 20hp 7-passenger limousine, face forward seats, in lovely condition throughout; only £325—Claude Burgess & Co., St. Peter's Garage, St. Peter's Rd., Hammermith, Riverside 7644. (16038)

LANCASHIRE and Cheshire sales service and spare parts specialists.—Parker's (Manchester and Bolton) Ltd., Bradshaw, Bolton (Tel. 4392), and 170, Great Northern Manchester, 71d, Deansgate 15077. (103058)

495cns.—Alvis 14, November 1947, 4-door 5-seater Shooting Brake, original timber body, brown leather upholstery, sliding glass windows, drop tail-board heater, good tyres, very good condition, terms, exchange, i.e., open 3-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (104018)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0922/R)

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A90 saloon, radio, heater, 100 miles; £1,000. (C1005)

1952 Austin A70 Hereford saloon, 5,000 miles; £585—Car Mart, Ltd., Austin House, 297 Euston Rd., N.W.1. Euston 1212. (C1039)

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1950 Austin A90 all electric convertible, built-in radio and heater, finished in green with beige upholstery, very sound throughout, 6999s.

HIRE PURCHASE terms on the spot with no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £200 to choose from.

RAYMOND WAY, Camberbury Rd., Kilburn, N.W.6.

R. Maids Vale 604, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (04047)

NEWBAM, Ltd.

1951 Austin A70 Hereford saloon, grey, 15,000 miles, carefully used, £795.

NEWBAM HOUSE, 135-7, Hammermill Rd., London, W.6. Riverside 4646. (C0304)

TOM GARNER, Ltd., offer:

1952 Austin A70 Hereford saloon, green with brown leather, heater, 5,000 miles only; £100 under list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 3245-7. (C0300)

H. A. SAUNDERS, Ltd., offer:

1950 Austin A70 saloon, black with grey upholstery, radio, heater, etc., 7000-mile mileage 13,500; £675.

836/042, High Rd., N.12. Hillside 0024. (C0307)

PHILIP RICKARDS, Ltd., offer:

1952 Austin A70 Hereford, 5,000 miles, as new—venerable 478-3. Park Lane, London, W.1. Grosvenor 478-3. (C0301)

J. SHEPHERD & CO (ENFIELD), Ltd.

D Austin A70 Hereford saloon, blue, heater, exceptional condition; £675.—D. J. Shepherd & Co. (Enfield), Ltd., 435 Hertford Rd., Enfield. Howard 1631.

1951 A70, 16,000 m., left-hand drive; £700—Barnet 2980. (C0306)

1950 (Dec.) Austin A70 saloon, grey/brown leather, heater, 17,000 miles.

TICKFORD, Ltd., 8 Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (C0302)

1951 Austin A90 saloon, black, red leather, genuine low mileage, one owner, spare unused, £745.

RPOD, Ltd. (Austins purchased), 16 Albemarle St., Mayfair, London, W.1. Regent 2952. (C0303)

1951 Austin A70; £575; terms, exchanges—Key stone Garage, Ltd., Exeter Rd., Bourne-mouth. (C0308)

1950 Austin Hampshire, radio, heater, good tyres, carefully maintained; £675.—Gunn, 64, Wakefield Ave., Edinburgh. (S088)

1951 A90 saloon; £795.—Clayton's Cars (London), Ltd., 137, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1030)

1951 (Nov.) Austin A70 Hereford sal. 7,000 miles, mass extra.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. (C0303)

1951 (July) Hereford, blue, very low mileage, radio, heater, £795.—Jack Pozner (Autos), Vaughan Ave., Hendon. Hendon 1423/4. (C0303)

1950 A90 power convertible, mint blue, accessories, specimen car, unused, bargain; £595.—J. Barrfield Ave., Romley, nr. Stockport. (S087)

1951 Austin saloon, A90, heater, wireless, as new, one owner, 7,800 miles; £750.—Marsden's, Drapers, Matlock, Derbyshire. (6111)

GUY ALFRED & Co., Ltd.—1950 Austin A90 power-operated convertible, radio, heater, small mileage; £645—6-7 Warren St. W.1. Euston 3268. (C1005)

1952 Austin Hereford, finished in green, perfect, one owner, 4,000 miles only, as new; £795.—L. F. Dove, Ltd., Guildford Rd., Woking, Tel. 1282. (C1078)

1950 (May) A70 Hampshire saloon, sun roof, radio, heater, finished in green with beige upholstery, radio, heater, 25,000 miles, good condition throughout.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim 3031-3. (C0308)

1951 (March) Austin A70 Hereford saloon, blue, heater, low mileage; £795.—Wimbush & Co., Ltd., Abbey House, Victoria St., S.W.1. Abbey 6996. (C1011)

1950 (December) Austin A70 Hampshire showroom condition—Arlington Motor Co., Ltd., High Rd., Waltham Cross Heris. Tel. Waltham Cross 2759. (S086)

1951 A70 Hooper built utility Countryman, exceptionally well maintained; £355.—Jacquier, Ltd., 225-7, Hammermill Rd., W.6. Riverside 6977-9. (C0303)

£635.—1951 Austin A70 Hampshire saloon, one owner—Le Grice Ebers, 107-9 Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C0305)

1950 (March) Hampshire A70, brown, 14,000 miles, genuine, radio, heater, unpresentable at £585.—Jack Pozner, (Autos), Vaughan Ave., Hendon. Hendon 1423/4. (C0303/1)

AUSTIN A70 & A90 sal., grey, superative condition, fully guaranteed, 1,200 miles only; £955; and other Austin bargains—Folkestone Motor Co., Ltd., Sandgate Rd., Tel. 51751. (S086)

1952 Austin A90 saloon, black and red, 7,000 miles, H.M.V. radio, heater, immaculate; £675.—Bertram Cowen, Ltd., Hermitage Lane, Streatham, Putney 2100. (S0903)

1951 (Jan.) Austin A90 power-operated convertible, coupe, in first-class condition, green, radio, heater, beige leather upholstery, one owner, 11,000 miles; £735.

W. J. BROWN, Ltd., established over 80 years, 339 Finchley Rd., N.W.3. Hampstead 4414. (C1085)

1952 A90 sports saloon, black, heater, 205 miles only, unblemished, terms; part exchange considered.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C1004)

1950 Austin A90 power-operated convertible, dark green, radio, heater, one owner, 7,000 miles, spare unused; £635.—J. Davy, 180/182, Kensington High St., W.8. Western 9661. (C1069)

1951 (April) Austin A70 Hereford, blue, heater, an exceptionally good example throughout and to day's best value at £685; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Day. 4274. (C0305)

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0885/R)

AUSTIN EIGHTEEN

1937 Austin 18 7-seater saloon—Autowork Ltd., GUY ALFRED & Co., Ltd.—1935 Austin 18 7-seater, excellent—6-7, Warren St. W.1. Euston 3268. (C1010)

1939 1939 Austin 18 7-seater, excellent—6-7, Warren St. W.1. Euston 3268. (C1005)

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AUSTIN A125 & A135

TOM GARNER, Ltd., offer:

1952 Austin A125 Sheerline saloon, black with beige leather, 500 miles only; £300 under list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 3245-7. (C0300)

J. HUNTER, Ltd., offer:

1949 Austin Sheerline saloon, immaculate car, fitted numerous extras; £850.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Glazestone 8305. (C0306)

GUY SALMON AUTOMOBILES offer:

1950 Austin Sheerline, an absolutely immaculate and faultless example; £865.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-3. (C0301)

FUNERAL HEARSES Built in our own Coachworks supplied direct to Purchaser. Inspection invited. Address enquired—

HEARSES Alpe & Saunders (Coachbuilders), Ltd., Station Approach, New Gardens, Richmond 1133. (S0904)

1949 Austin Sheerline, black, immaculate, radio, heater; £725, exchange invited.—10, Vincent Rd., Middlesbrough 69405 after 5 p.m. (C1019)

HEARSE 1952 streamlined 5-door partitioned 6-seater, lavishly equipped, exclusive design, ready service, illustrated brochure despatched. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2947. (C1006/1)

1952 Austin Sheerline saloon, 5,000 miles; nearly £200 below list.—Green & Zions, Ltd., 249/252, Deansgate, Manchester, 3. Tel. Deansgate 3349. (C0308)

1951 (June) Austin Princess saloon, grey, mileage 15,000, including all extra fittings, immaculate condition, as new, one owner; price £1,400.—Box 4305. (C0307)

1952 Sheerline saloon, black/tawn, 200 miles only; £685.

1952 unblemished; terms; part exchange; £845.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C1004)

LIPOUSINE 1951 partitioned Sheerline, face forward, black, carefully maintained, low mileage, reasonable cost, (Tax £12/10). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2947. (C1006)

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube). Hampstead 6041. (0885/R)

1950 Austin Sheerline saloon, low mileage, preferably black, urgently wanted.—Northways Garage, 61, Gower St., London Primrose 1127. (W0306)

AUSTIN MISCELLANEOUS

FOR sale—September 1950 Austin Sheerline saloon, one owner, genuine mileage under 1,000 miles.

1951 Austin A70 shoving brake, 10,000 miles; highest offers or exchange for late model diesel lorry.—Thomas, South St., Wells. (6148)

Austin Scores and Service

Bentley Cars Wanted
HATTON MOTORS, Ltd., Birmingham, will buy or sell your car, motor cycle or 4 1/2-litre motor car. 71 Broad St. Midland B43 7. (0557) 78

WEYBESIDE AUTOMOBILES, Ltd., officially appointed sales representatives, urgently require large quantities of used cars for sale. Tel. 0540 2222.

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Weston Road, Birmingham B15 2. (0540) 2222

JACK OLDING, Official Retailers and Repairers, are interested in the purchase of good used cars.—Auderley Road, Northfleet, W. 1. Mayfair 5542. (0540) 2222

CHARLES POLLETT, Ltd.—Officially appointed retail and repairers, buy good late cars—18, Berkeley St. W. 1. Mayfair 6260. Service works and repairs, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

JACK BARCLAY, Ltd., 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640,

JACK OLDING, official retailers and repairers recognized in their field. Mayfair complete overhaul, mechanical or coachwork. - Tel. Mayfair 5342 for collection. 18 Providence Court, W.I. (93830)

CENTRAL GARAGE, Groydon, specialists of all Bentleys and their accessories. Mayfair servicing, complete overhauls, mechanical or coachwork. - Central Garage, Tel. Cro. 7664 (91042-N)

DICKS **B.M.W.**

1939 B.M.W. 327 drop head coach, excellent condition. - Tel. 6495

DICKS CAR SALERS, Ltd., 355-401, High Rd., Kilburn, Maida Vale 6838-9. (C1072)

B.M.W. Type 327/55 Standard Austereish fixed head coupe, black, low leather interior, exceptionally good condition and mechanical condition. First major engine overhaul just completed, full equipment, excellent, a really first class example, low mileage, 10000. - Tel. 4200. - John Cromwell, Ltd. 173, Westbourne Grove, W.11. Ray, 4274. (C4035)

Good Minor Wanted

H.P. accounts settled; exchanges—Stockwell Rd,
W.S. Bristol 6251 (0543/8)

Bond Minicar Spares and Service
CENTRAL Garage, Croydon, offers spares and service for Bond Minicar—Central Garage, Croydon
1964. (81042/N)

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager. No job too small. Free advice on all Bond models. Inset modifications can be fitted to other models. (0627/N)

RAYMOND WAY, of Kilburn. (0627/N)

ANTHONY CROOK offers:—

1950 type 400, last one made, 401 engine.
1950 type 401, Cambridge grey, immaculate throughout, heater and radio, all modifications.
1950 type 401 with special lightweight cowwork, heater and radio, looks as new.
1950 type 400, two made, an excellent example of this rare model—Anthony Crook Motors.
Leading Distributors, Catherham Hill, Surrey TW20 2JZ. (C106)

STEVILL, DAVIES & MARCH, Ltd.
OFFICIAL Bristol retailers.
—52, Hay's Mews, Berkeley Sq., W.1. Gros 2563.
[0236/R
STEVILL-DAVIES & MARCH, Ltd., offer:—
BRISTOL 400, colour grey, fawn upholstery, loose
covers, radio and heater.
/42 Hay's Mews, Berkeley Square, W.1. Tel.
Gros. 2563. 16008
TRAZER-NASH cars will consider reasonable offers for

952 May 1940 black and silver, black leather, radio and heater. loose covers, one owner.
950 (Sept.) 401 salmon, black, 19,000 miles, one owner, radio, heater.
949 1935 series 401 with Parlane 24-seater convertible. "abriolet", bodywork grey, blue leather.
949 400 salmon, beige leather, metallic green, radio, heater; also several other type 400.
ALCON WORKS, London Rd., Isleworth, Middlesex. (Hounslow 0011.) (C2015)

UNIVERSITY MOTORS Ltd., sole distributors London, Home and Eastern Counties, Stratford Road, Grove Park, Grove Park, 4141 10518 R.

949 unmarked Bristol 400, heater and radio, 6012a, 6012b, etc. \$1,300.—John Alcock, 6083
alley St., Biddulph, Stoke-on-Trent.

950 401 Bristol saloon, maintained at Bristol in beautiful order: £1,795.—Ta lor & Crawley, Kensington Court W 8 Western 6015 14572

950 (July) 400 saloon, black, beige hide, one owner, radio, heater, 27,000 miles, works maintained, rear seat mod. fixed by makers, most immediate throughout; our price £1,450.—Moored Motors, Ltd. 44, Union St., Shetfield 1 Tel. 26794 60644

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

BRISTOL 401 saloons, a/c 1950, with all modifications added and many extras including special dashboard, whole car in immaculate condition and open to any trial or examination; price £1,695.—Apply F. C. Knight, Stowmarket, Suffolk, Tel. 505. (1585)

Bristol Cars Wanted

BARTLETT, the Bristol buyers, 21a, Pembroke Villas, W.11. (1W1013)
RICHARDS & CARR buy Bristols—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (1W3045)
A.F.N. Ltd. will purchase for cash Bristol type 400 and type 401 cars.—Falcon Works, London Rd., Ineworth Middx. (Hounslow 0011) (1476/R)

BRITISH SALMOON

1934 British Salmoon 12 sports saloon, good order; £100.—Brooklands Motors, 102, High Rd., Uxbridge, Tel. 184, 10 a.m. to 7 p.m. (1C1030)

B.S.A.

1952 B.S.A. Scout, late 1950, series 6, 10hp sports 2-seater, green, cream wheels, chrome leather, very good condition; choice of 4 B.S.A.s; terms, exchanges, last open 97 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1C0418)

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers, Hampstead High St. (Hampstead Tube), Ham. 6041. (1C0288/R)

B.S.A. Spares and Service

BASIL ROY, Ltd., B.S.A. (Bristol) agents; comprehensive stock, wholesale and retail—161, Gt. Portland St., W.1. Langham 7733. (1Q14/R)

BUGATTI

BUGATTI drop head 4-seater coupe, perfect; £750.—Below.
BUGATTI coupe, 1906h, 10hp; £1,250.—J. Lemson Burton 3, Lonsdale Rd., Kilburn, N.W.6. Maiden Vale 1331 (1C0289/R)

Bugatti Spares and Service

J. LEMSON BURTON 3, Lonsdale Rd., Kilburn, N.W.6. Maiden Vale 1331. (1C0071/R)

BUICK

ACRES offer:—

1950 (August) Buick 30hp saloon, finished in black with chrome upholstery fitted Tyron seat covers, heater, radio and many extras; speedometer reading 18,000, undoubtedly genuine, this unique right-hand drive model has been beautifully maintained and serviced and is in magnificent condition throughout, and indisputably the best Buick ever, first £2,250 secure.

ACRES AUTOS, Ltd., 136, Strandham Hill, London, S.W.9. Tel. Tulse Hill 1909, And at 10 & 11, Ascot Parade, Cheltenham Park Rd., S.W.4. Tel. Maresfield 5214. (1C1002)

SIMPSON'S offer:—

1950 Buick Riviera coupe.—Simpson's Motors Wembley 8691/3503. (1C0415)

BUICK sole concessionaires Lendrum & Hartman have the privilege of supplying the following:

1951 Buick super saloon, right-hand drive, radio, heater, 10,000 miles only, chauffeur driven, has only been used within the organization and is in really first-class condition.

1949 Buick super saloon, left-hand drive, dynamo, radio heater, seat covers, 20,000 miles, in excellent condition throughout, £1,500; and other good conditioned Buick Cadillacs (Motors) Ltd., 37, Fulham Rd., S.W.3. Kensington 4658. (1C0428)

1950 Super Buick Special 4-door saloon, all extra black, 17,000 miles.

1949 Super Buick 4-door saloon, colour blue.—Below.

RHD 1947 Super 8 Buick 4-door saloon polychrome and chrome Thompson's (Motors) Ltd., 37, Fulham Rd., S.W.3. Kensington 4658. (1C0428)

BUICK convertible coupe, 1939; steering column change, body, interior chrome, and mechanism superb; £255.—Goodwin, Hither Green 2156. (1590)

1947 Buick Super, right-hand drive, 40,000 miles; £1,255.—Clayton's Cars (London), Ltd., 57, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (1C1050)

1949 Buick Roadmaster 2-door sports saloon, jet black, dynamo, radio, heater, 19,000 miles, beautiful car; £1,135.—Taylor & Gray, 48, Kensington Court W.8. Western 6015. (1170)

BUICK Super 81, delivered new in March, 1952, dynamo drive 4-door saloon, black, heater and radio, loose covers from new, 7,500 miles, as brand new in every way.

1947 Buick Super 81, 2-door Old Brand New Rd., S.W.5. Fremantle 5471. (1C0364)

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers, Wembley 8691/3503. (1W4015/R)

1946 49 convertible, r.h.d. manual gear box, maximum £1,400.—Box 492. (1W3045)

JOE THOMPSON MOTORS require late model Buick cars.—37, Fulham Rd., S.W.3. Kensington 4658. (1C0428)

XXX Cash immediately for good Buick.—M.O. H. F. Edwards, 28, Upper High St., Epsom 4001. (1C0428)

7-SEATERS private 1957/30 Limousine required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-S941. (1W1006)

SOLE concessionaires Lendrum & Hartman, Ltd. will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. (1C0304/R)

Buick Spares and Service

REPAIRS, reconditioned gear boxes (guaranteed).—B.J. Winchester Mews, N.W.3. Tel. 2647. (1C139)

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Wileston Junction, N.W.10. Tel. Elgar 7911. (1C1418)

CADILLAC

1950 Cadillac 62 special sedan, radio, heater, bottle green, superb car.—Taylor & Gray, 48, Kensington Court W.8. Western 6015. (1170)

1949 Cadillac 4-door sedan o.h.v. hydraulic, extra low mileage, luxurious car.—Taylor & Gray, 48, Kensington Court W.8. Western 6015. (1170)

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers, Wembley 8691/3503. (1W4015/R)

CADILLAC wanted, 1946/49 convertible, r.h.d. manual gear box, maximum £1,000.—Box 4215. (1W3041)

SOLE concessionaires, Lendrum & Hartman, Ltd. will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. (1C0304/R)

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Wileston Junction, N.W.10. Tel. Elgar 7911. (1C012/R)

SIMPSON'S offer:—

1951 Chevrolet de luxe 4-door saloon, radio, heater, seat covers, low mileage.

1950 Chevrolet de luxe 4-door, radio, heater, seat covers, fitted with all extras.

1949 Chevrolet saloon, right-hand drive, 4-door, radio, heater, seat covers.

1949 Chevrolet 2-door saloon fitted with heater, Malibu ivory and blue.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3503. (1C0415)

1950 Chevrolet Styleline saloon de luxe, r.h.d. CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3585. (1C1027)

BROOKLANDS—Individually, new and used cars.

1950 Chevrolet Styleline de luxe 2-door saloon.

103 New Bond St., London, W.1. Mayfair 8551-5. (1C1028)

£150—1936 Chevrolet convertible coupe, in excellent condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (1C1024)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers, Wembley 8691/3503. (1W4015/R)

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3585. (1C1027)

Chevrolet Spares and Service

CHEVROLET repairs for London & Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3585. (1C1027)

CHRYSLER

CHRYSLER 37hp limousine with division and face-forward occasional, 31.12.57, very good condition throughout, 5 months' guarantee; £355.

C & W MOTORS Ltd., Queen's Head Garage, East End Rd., N.3 Finchley 6236 (3 lines). (1C1061)

£350—1939 Chrysler Wembley de luxe saloon, in immaculate condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (1C1024)

1938 Wembley model 24hp, mileage 35,304, red leather upholstery, body black, in spotless condition, car itself in excellent order, tyres nearly new and fitted with safeguard inner tubes, heater fitted, and over-engineered, one owner carefully looked after, £421. (1593)

CHRYSLER 20hp 1938, new pistons and bearings 1949, small engine, also mechanically perfect, handsome car, £250 or near offer; also Suddall Sunset caravan, 4 berth, and kitchen and lav 2 doors, fully insulated; cost £785 new; accept £375, or £600 for car and caravan. (15739)

1939 Chrysler 4-seater drop head power operated, coupe, finished in unblemished black, the interior has been completely refitted in brown Vynolite and chrome, also mechanically perfect, handsome car, fitted with the 3-speed steering wheel control gear box and overdrive, 23.5hp 6-cylinder, this car will cruise at 70 mph and will average a gallon to 22 mpg, a most remarkable specimen; £250.

MAIDSTONE ENGINEERING CO., Cross St., Maidstone, Salford, 6, Manchester, Pen. 3457. (1C0300)

CHRYSLER Cars Wanted

CHRYSLER distributors will purchase all types of Chrysler vehicles.—39-63, Beilise Rd., Swine Cottage, N.W.6. Mai 5555/2155. (1C043/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chrysler buyers, Wembley 8691/3503. (1W4015/R)

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. (1C0288/R)

7-SEATERS private 1958/39 (24/28hp) Limousine required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-S941. (1W1006)

CHRYSLER Spares and Service

CHRYSLER distributors, spares for all models; exchangeable condition in stock.—39-63, Beilise Rd., N.W.6. Mai 5555/2155. (1C043/R)

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. CO., Ltd., Hadeleigh, Essex. Tel. Hadeleigh 5771. (1C043/R)

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.13. Tel. Balham 3585. (1C0381/R)

CITROEN

C. B. NORMAN & Co.

CITROEN Sole Distributors for the County of London, service, spares and replacement units, fully equipped auto used models at competitive prices always in stock.—50, Vaughan Bridge Road, S.W.1. Vic. 2211. (1C0360)

RUSSELL MOTORS offer:—

1948 Citroen Light 15 saloon, one owner; £375; any trial or examination.

RUSSELL MOTORS (KNIGHTBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 5288. (1C0360)

BOON & PORTER, Ltd., distributors.

1952 Light 15, black/teal, unregistered.—Castellau, S.W.13 (by Hammermill Bridge). Riverside 4444. (1C1022)

CITROEN

JOHN B. TRUCCOTT, Ltd., for Citroen.

PRESENT stock includes:—

1952 Light 15 saloon, black, 6,000 miles; £695.

1951 Light 15 saloon, mint green, 21,000 miles; £785.

1950 6-cyl saloon, black, 16,000 miles; £795.

1937 Big 15 wheelbase 6/7-seater, in magnificent condition, ideal hire car; £275.

MANY others; stock constantly changing.

EXCHANGES, deferred terms.

SKILLED Citroen service, spares from stock.

JOHN B. TRUCCOTT, Ltd., 173, Westbourne Grove, W.11. Bay 4274. (1C0085)

RICHARDS & CARR, always best value.

1950 Light 15, green, like new; £595.

1947 Light 15, black, excellent throughout; £425.

35 Kinnerton St., Wilton Place London, S.W.1. Sloane 5424. (1C0345)

KENTISH & THOMSON, Ltd. offer:—

1949 Citroen Light 15 saloon, mint green, excellent order throughout; £495.—564, Wickham Rd., Groydon, Springpark 5477. (1C0407)

H. W. MOTORS, Ltd., Citroen distributors.

1950 Citroen Light 15 saloon, grey/red leather, 11,000 miles, one owner, as new; £595.

1949 Citroen Light 15 saloon, 1950 features, maroon/red leather, excellent condition; £545.

H. W. MOTORS, Ltd., Walton-on-Thames, 24/45/5. (1C0402)

WORKING MOTORS (MAYBURY HILL), Ltd., Woking 1950.

HAVE a selection of Citroen saloons from 1937 to 1950 models for sale.

1950 Citroen Light 15 saloon, black with beige leather; £795.

11—Chislewood Motor, Ltd.—See our advertisement under "Sports Cars." (1C1046)

WORTHINGTON MOTOR CO., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. (1330)

9000—Manfield Autos, Ltd., Buxton 2507. (1C0301)

1949 Citroen Light 15 saloon, one owner; £575.—R.F.S. Motors, Kingston By-Pass, Esher, Tel. Emberbrook 3400. (1C0304)

£185.—Citroen 12hp f.w.d. saloon, exceptional condition throughout.—45, Shirehall Park, N.W.3. Hendon 1648. (1C0304)

£498.—Citroen Light 15 1948, exceptionally good mechanical condition, bodily and interior; see other.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5086-7, 150 days. Holland Park Tube; Kensington, N.D. (1C1017)

1950 Citroen 15 saloon, colour grey, in really excellent condition throughout with several extra features; £550.

PARSONS & PARSONS (CARAGEES), Ltd., Potter St., Harrow, Potter St. 121. (15869)

1947 Citroen 15hp de luxe saloon, grey, loose covers, radio, heater, demister, for lamp, recently de-carbonised 4 new tyres and battery; £450 or near offer. (15862)

1952 (November) Citroen Light 15 saloon, mint green, used for one day only; mileage 197, best offer over £1,000.—Bonallack & Sons, Ltd., Nursery Lane, London, E.7. Granzeewood 5464. (15869)

1951 (April) Citroen 15hp de luxe saloon, colour red, with red leather, sliding roof, one owner, genuine total mileage 5,000, car as new throughout; £1,200, part exchange considered.—A.F.N. Ltd., Ineworth Works, London Rd., Ineworth, Middx. (Hounslow 0011). (1C0315)

Citroen Cars Wanted

THE CAR MART, Ltd. wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 5434. (10178/R)

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. (1C0288/R)

AC SERVICE STATION (LONDON), Ltd.

The Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries NORTH Circular Rd., Stonebridge, N.W.10. (Fur 5555 (5 lines). (1W1000/R)

CHRYSLER cars wanted for cash.—The Hindhead Car Works, Ltd., Tel. Hindhead 663. (1453)

LOW-MILEAGE Citroen or similar required now.—54, Strandham Hill, S.W.2. Tulse Hill 4620. (1C043/R)

REQUIRED immediately, good Citroen.—G. Edwards, Assembly Lane, Harpenden, Herts. Tel. 118. (1C0300)

EXCEPTIONALLY high prices paid for Citroen in good condition.—Mayfair 0131 or Harrow 4648. (1C0300)

RICHARDS & CARR buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (1C0345)

Citroen Spares and Service

SOUTH of the Thames

BAILES of Croydon, Distributors and specialists for over 25 years, repairs, overhauls and spares.—Croydon 5131-2. (1C0478/R)

THE READINGLY MOTOR & ENG. CO., Ltd., 4, Court Rd., Leam & Tel. 3207-4. (1C0478/R)

The Citroen Specialists, all spares stocked; immediate exchange drive shafts, gear boxes steering columns.

SHRIMPSTON'S MOTORS, Ltd., London Distributors, Head office and showrooms.—545-544, Brompton Rd., S.W.1. Kensington 5465. (1C0300)

SPARES and service.—47, Montrose Place, Halkin Rd., Hyde Park Corner, S.W.1. Tel. Sloane 5480. (1072/R)

USED CARS FOR SALE AND WANTED - SPARES AND SERVICE

Citroen Spares and Service

WIDCOMBE GARAGES, Pulney Rd., Bath 4663. - Citroen parts, reconditioned fives, trams 48-hr service. (1749)

WILKINSON CAR MART, Essex distributors for Citroen cars, sales, service and reconditioning. - Woodford New Rd., Woodford Green, Essex. Bunting 0017. (10200/R)

CITROEN. - We are distributors for N.W. Kent and specialize in reconditioning cars; front drive assemblies fitted from stock. - Barnhurst Garage, Ltd., Buntingford 725. (1946/R)

CONDOR MOTORS for speedy Citroen repairs, carried out by specialised French and English mechanics. - 35, Grosvenor Crescent, Mews, Hyde Park Corner, London, S.W.1. Sienne 6467. (0281)

BOWEN ROAD GARAGE & ENGINEERING CO., Ltd., 8, Bowes Rd., N.11. (Box 2294) specialists on Citroen body repairs and mechanical overhauls, engine fitted reconditioned 48-hr., all spares stocked. (0585/R)

CORD

EXCHANGE or sell, Ford 1.6, 4/5-seater drop head, a heavy white, magnificent car, all reasonable offers considered. (5023)

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Bournemouth, Bournemouth, Tel. Southbourne 43361. (10024)

CORD Spares and Service

1937 Cord spares, 4/40, 4/50, 4/55, starter, universal c/w pinion. - 19, Balfour Rd., Southampton. (5023)

DAIMLER

GUY SALMON AUTOMOBILES offer:-

1951 model Daimler Consort 25,000 miles, one enthusiast owner, large number at extras. In new condition throughout. (10021)

1951 Daimler Consort, 15,000 miles, fitted radio and heater, faultless condition, one very careful owner. £1,350. (10021)

1939 Daimler 2 1/2-litre special sports chassis with overdrive, fitted 4-door 4-seater sports tourer, a most unusually attractive car with a very surprising performance, in excellent condition, fitted with Daimler Motor Co. until 1950, one owner since; £695. - Portsmouth Rd., Thames Ditton, Esherbrook 5551-2. (10021)

STRATSTONE, Ltd., Daimler distributors. (10021)

DAIMLER 2 1/2-litre Consort (Oct. 1951), black with red leather, 2,000 miles only, £1,850. (10021)

DAIMLER 2 1/2-litre Consort (Feb. 1951), black with blue leather, heater and demister, 14,000 miles only; £1,350. (10021)

DAIMLER 2 1/2-litre coupe (1948), black with brown leather, radio, heater, under 20,000 miles; £1,195. (10021)

DAIMLER 2 1/2-litre coupe (1951), black with brown leather, heater, extremely well kept; £275. (10021)

DAIMLER 15hp sports coach (1934), grey with grey leather, one owner, outstanding condition; £250. (10021)

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4304). S. Service, 7, Herbrand St., Russell Square. (10022)

Two excellent Daimlers at moderate prices:-

1939 four-seater four-door cabriolet, 2 1/2 litre, black, in fine condition, first registered July 1939; £245. (10021)

1936 saloon, 16hp, maroon and black, well cared for, first registered September 1936; £435. (10021)

WALKER & WARD, Ltd., Daimler-Lanchester distributors, Warwick Place, Cheltenham. Tel. 5614 and 5616. (10021)

1935 Daimler 7-seater limousine, in post-war condition throughout. - Below. (10021)

1935 Daimler 17 de luxe saloon, black, with brown leather, 1937 class condition, faultless runner. - Bray Motors, 100-104, West End Lane, N.W.4. Hampstead 6490. (10024)

C. CHARLES FOWLER, Ltd., 8 1/2, Distributors for Francis London and Home Counties, offer:-

1950 (Aug.) Daimler 2 1/2, overdrive, special sports drop head coupe, twin carburettor engine, black/beige, radio, heater, service and guaranteed; £1,750 (list price). - Below. (10021)

18, Berkeley St., W.1. Mayfair 6265. (10021)

OFFICIAL, Les-Francis Service Station, Barnsdale Yard off Elgin Ave., W.9. Cunningham 5936. (10021)

DAIMLER limousine, £150. First registered 1935; available January 1, 1953. - Tel. Giv. 5121. (10021)

LIMOUSINES - Several superb straight-eight and 12-cyl. - Titmus, 81, Clapham Rd., S.W.9. Reilstone 1647. (1945)

1951 Daimler Consort saloon, 4-door black, fitted heater, mileage 12,000, as new throughout; £1,250. (10021)

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware, W.4. N.W.9. Co. (10021)

1939 Daimler 2 1/2-litre de luxe saloon, magnificent, guaranteed; £300. - Payments - Vaughan 17. Astwood Mews, S.W.7. Prosser 1519. (10021)

1946 2 1/2-litre Daimler Consort saloon, low mileage, black, chauffeur driven; £625. - Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (10028)

1945 11-litre Daimler 2 1/2-litre saloon 1940, very late registration, blue leather interior, fitted heater, immaculate car throughout, nominal mileage only, irretrievable mile. (10021)

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2031. Open 9.30 to 5.30, Wed. or catalogue. Open all day Saturday 27th December. (10025)

LIMOUSINES 1939/2400 partition, black, 570. (10021)

LIMOUSINES, modern 32hp Stralight-8, Hooper 4-cyl. coachwork, partition, wide occasional (17512/19), immaculate condition black, £585. - Alpe & Saunders, Providence Court, North Audley Square, Mayfair-2941. (10026)

Daimler Cars Wanted

1949/50 Daimler 2 1/2-litre saloon wanted, privately. - Box 45. (15919)

ROWLAND SMITH'S, the Daimler buyers, - Hamstead Heath High St. (Hamstead) Tube Ham 6041. (10024)

XXX Chab immediately for good Daimler. - 10, Chab Rd., E. Edwards, 28 Upper High St., W.2. (10021)

CAMDEN MOTORS urgently require Daimler Consort; part-exchange and price required. (10025)

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041 (5 lines). (10025)

Daimler Spares and Service

PRESELECTION year book. - A. & A. Engineering, 35, Grant Rd., Addiscombe 2951. (10146)

Daimler Spares and Service

DAIMLER, Lanchester specialists. - Deham Motors, 17, Atherton's Mews, S.W.7. Weybridge 16148. (10021)

ACOT ENGINEERING, Ltd. - Projector gear, oil, exchanges and repairs. - 169, Fulham Rd., S.W.1. Kensington 7301. (10236/R)

PROYDON - Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service. - Kidderminster Rd., Crofton 5775. (10021)

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc. - Tel. Masculary 6252-4 and 4193. (10620/R)

DELAGE

DELAGE 1951 model D6 3-litre 6-seater steel body saloon, four light grey, fitted radio, heater and other accessories, mileage 11,000, carefully maintained and in first-class condition throughout; details from: - Toby Motors, Regent Rd., Great Yarmouth 3275-4. (16161)

DELAGE Spares and Service - SELBORNE (MAYFAIR), Ltd., Delage world concessionaires. - Rapid engine and body repairs, parts supplied. - 62, Park St., W.1. (10639/R)

DELAHAYE

EXCHANGE or sell 1951 Delahaye drop head 4/5-seater, negligible mileage, indistinguishable from new, all reasonable offers considered. (10021)

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Bournemouth, Bournemouth, Tel. Southbourne 43361. (10024)

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused - and acted upon - by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS SECOND-TO-NONE in PULLING POWER

1949 Delahaye fourseater drop head coupe by Pennock, 155M engine with Cotar gear box, recorded mileage 15,000; this car must be one of the finest Delahayes in the country and is finished in French blue cellulose with many expensive extras. - Below. (10021)

MAYFAIR GARAGES, Ltd., 100, Old Brompton Rd., S.W.5. Frenant 5471. (10064)

DELHAYE Spares and Service - SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires. - Rapid engine and body repairs, parts supplied. - 62, Park St., W.1. (10660/R)

DELOW

DELOW, May 1951, good condition, regular service, 9,500 miles, side screens; offers. - Welbeck 1202. (15988)

1950 Delow, many extras, unused spares, never used trial; £400, or exchange T.C. M.O. cash adjustment. - Front, Polstead, Banton Lane, Bertsweil, Coventry. (15965)

GOLDEN GARAGE (DULWICH), Ltd., Delow distributors for London and South-Eastern counties, new and used Delow cars available for immediate delivery. - 33-35, East Dulwich Rd., London S.E.22. Tel. Croy 3454. (10010/R)

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares, brand new crankshafts, steering cylinder blocks, both items on exchange basis plus parking, etc. repairs and overhauls our specialists. - Tel. M. Glemers, 42a St. Michael's St. W.3. Paddington 6877. (10016/R)

D.K.W. Spares and Service - NEW big-size and small fitted to D.K.W. crankshafts. - C. J. SMITH & Co., 83-85 St. John's Hill, Clapham Junction Rd. 0871. (1006/R)

DODGE

1939 Dodge Custom 9-cyl. saloon, original immaculate condition, radio fitted, engine and back axle overhauled, new braking system, new ignition system, new petrol system; £495; terms and/or exchange. - Dodge Motors, 29, Parade, Birmingham, 1. Tel. Croy 3619. (15910)

7 GRATER private 1939/40 Limousine required, cash waiting. - Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (10106)

Dodge Cars Wanted

DODGE specialist, repair, spare, exchange engine service. - J. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. (10062/R)

Dodge Spares and Service

DODGE specialist, repair, spare, exchange engine service. - Church Road Engineering Co., Ltd., Dodge Distributors, Huddleigh Engine, Tel. 56474/57127. (10196/R)

DODGE specialist, repair, spare, exchange engine service. - J. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. (10062/R)

FERRARI

FERRARI 2.5-litre sports saloon (chassis No. 01551), 1952 model, first registered October, 1951, maroon and black, red leather upholstery, (this car is stated as being the fastest saloon in this country, timed 125mph giving 100mph in third, total mileage covered 7,217, right-hand drive, war sold within the last year at list price £7,692, price required £4,750; part exchange or hire purchase. - Clarendon's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (10150)

FIAT

FOR Fiat enthusiasts

CLAIRMONT BROOK, Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450. - Shanklin Rd., Lonsdale, N.8. Mountview 5285. (10146)

1939 Fiat 500, just completed £180 overhaul, all new, £250 0/0. - Box 4598. (10146)

1939 Fiat 500 fixed head, excellent car; £225. - 8, & 8, Motors, Bayswater 1644. (15810)

500 model, 1939, 2-seater, choice of three. - Fox & Nichol, Ltd., Dersent 1122. (10013)

1938 Fiat 500, repainted and in excellent condition; £165. - 4, & 8 Motors, Bayswater 1644. (10013)

FIAT 1910-1975 buying or selling. - Write or phone B. & S. Motors, 115A, Westbourne Grove, W.11. Bayswater 1644. (15810)

POST WAR Fiat. - 1951 1400 saloon and 1951 5000 coupe, showroom condition; 1939 and 4-seater, reduced prices. (10021)

C. W. RUSSELL, the Fiat Specialist, 39, Holand, C.W.11. Park 573. (10061)

295 model. - Fiat 1500, late 1938, 4-door pillarless 295 saloon, black, yarn leather, oversize tyres, carefully maintained, excellent condition, terms, exchange. - Below. (10021)

1950 Fiat 500, 1939 convertible coupe, maroon, leather, excellent condition; terms, exchange. - Below. (10021)

1950 Fiat 500, 1937 convertible coupe, gun-metal, red leather, excellent condition, taxed; terms, exchange, list; open 7-7 week-days and Saturdays. - Below. (10021)

MAYFAIR GARAGES, Ltd., invite you to inspect the finest selection of reconditioned and used Fiat cars in the country (probably the world); pre-war and post-war, 500 to 1100 and 1500 for immediate delivery from stock. - Below. (10021)

MAYFAIR GARAGES, Ltd., 1951 5000 cab Berline, 4-door station wagon drive, leather upholstery, left-hand drive very pretty continental car with outstanding road performance three months guarantee. - Below. (10021)

MAYFAIR GARAGES, Ltd., July, 1947 (reg. 1950) post-war 500 de luxe convertible coupe, Fiat green with cream wheels and leather upholstery, left-hand drive, reconditioned engine, immaculate condition throughout, three months guarantee. - Below. (10021)

MAYFAIR GARAGES, Ltd., June, 1939, 2nd series 500 de luxe full 4-seater convertible saloon, silver, blue leather, smart and economical car with excellent road performance, three months guarantee. - Below. (10021)

MAYFAIR GARAGES, Ltd., 1940 (registered 1950) 1500 special Casaglia drop head fourseater coupe, left-hand drive, post-war type front and wheels, reconditioned drop wire and black with soft brown leather upholstery, reconditioned engine, extremely smart. - Below. (10021)

MAYFAIR GARAGES, Ltd., 1940 (registered 1950) 1500 special Casaglia drop head fourseater coupe, left-hand drive, post-war type front and wheels, reconditioned drop wire and black with soft brown leather upholstery, reconditioned engine, extremely smart. - Below. (10021)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10
CAMDEN MOTORS—Hillman Phase IV Minx saloon, registered late 1949, grey, leather, fitted heater, one private owner only, £495. (C1055)

CAMDEN MOTORS—Hillman Minx Phase IV saloon, 1951, black, red leather, a carefully used car in outstanding order, offered at a most competitive price, £595. (C1055)

CAMDEN MOTORS—Hillman Minx Phase II estate car, 1948, outstanding condition, fitted heater, steering column gear change nominal mileage, privately owned, £445. (C1055)

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. Open all day Saturday 27th December. (C1055)

1951 Hillman Minx as on, beige with red leather, literally unmarked, £550—Peter Bantock Car Sales, 104, High Rd., Chiswick W.4. Chiswick 2725/5970. (C1014)

1951 (May) Hillman Minx saloon, green, fawn upholstery, mileage 11,000, spare unused, £595. —Edhona Automobils Ltd., Hillman Distributors, Cheltenham. Tel. 5895 (1964)

1942 Hillman Minx 10hp saloon, good appearance and mechanically sound, only £255 cash or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2491. (C1038)

1937 Hillman Minx four-door road head coupe, black, fawn upholstery, recently reconditioned, good tyres, one owner, £415.—Hulbrook Motor Co. Ltd., Richmond, Surrey. Tel. 2014. (C1038)

WALTER SCOTT Ltd.—October, 1950, Hillman Minx saloon fawn, red leather, 15,000 miles, one owner, £355, terms, exchange—59, College Crescent, 1951, ated, N.W.3 (Swiss Cottage Tube) Pri. 5914. (C4006)

TANKARD & SMITH Ltd. offer: 1945 Hillman Minx saloon, black with brown leather, excellent condition throughout, £295, 3 months' written guarantee; also 200 guaranteed miles, £111 makes—1951, £195, £145, £100, £75, £50, £25, £10, £5, £2, £1, £0.50, £0.25, £0.10, £0.05, £0.02, £0.01. (C4006)

1940 Minx de luxe saloon, £435 reconditioned just completed by £45 recollie, new engine, new condition, transmission, springs, shackles, clutch bearings, shockers, steering new battery, new tyres, fazed, speedsters. £435. (See Sports Car column) (C4030)

525 gns.—Hillman Minx, 1950, Phase IV saloon, black, blue leather, leather, small mileage, good tyres, spare unused, very carefully used, exceptional condition, taxed, terms, exchange.—Rowland Smith, below. (C4030)

465 gns.—Hillman Minx, 1949, Phase III saloon, fawn, red leather, leather, good tyres, very carefully used, exceptional condition, taxed, terms, exchange.—Rowland Smith, below. (C4030)

365 gns.—Hillman Minx, 1947, four-door road head coupe, grey blue leather, radio, carefully used, excellent condition, taxed, terms, exchange, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6401. (C4030)

£265—Hillman Minx 10hp de luxe saloon, 1946, in delightful condition, 20 (ideal) lady's car, type, registered 30.9.46, mechanically, tyres and body all in excellent condition, genuine offer, also 20 other special winter bargains.—Travoy Motors, Ltd. 133.5, High St. South, East Ham E.6. Cranwood 2550. (C4032)

1939 Hillman 10hp Minx road head coupe, in excellent condition, 20 (ideal) lady's car, colour blue with upholstery and hood in sound condition and mechanically very good indeed, registered September, 1939, this little car is cheap at £225, cash or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2491. (C4032)

HILLMAN 14
HILLMAN 14hp 1939 £250 in perfect condition.—Term. 6195 (1964)

HILLMAN 14, 1939, black saloon, in good condition, £150.—O. W. Haden & Sons Ltd., 4, Albert Sq., Manchester, Dea. 5112. (S920)

1938 Hillman 14 de luxe saloon.—Chain Garages, Ltd., Hanger Lane Junction Western Ave., Bx. 94, Ealing, W.5. Tel. Per. 4404-5. (C1043)

195 gns.—Hillman 14, 1939, de luxe saloon, black, sliding head, blue leather, terms, exchange, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6401. (C4030)

Hillman Cars Wanted
THE CAR MART Ltd. wish to purchase Hillman cars.—130, Park Lane, W.1. Grosvenor 3434. (0671/R)

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1964/R)

ROOTES, Ltd.
DISTRIBUTORS.
REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Denagatte. (Blackfriars 6677).

MALDEN.—(Maldstone 3353).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2231).

ROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd. Devonshire House Piccadilly, W.1. Tel. Grosvenor 3420.

PHASE V Minx Ltd., very low mileage.—685, Durham Rd., Gateshead-on-Tyne, Tel. 75332. (16174)

SCOTLED immediately, good Hillman 10—O. Edwards, Amersbury Lane, Harpenden, Herts. Tel. 519. (1964/R)

PHENIX MOTOR CO. (SURREY) Ltd. High St. 3, Sutton Surrey. Vigilant 1121. (19044/R)

CARRIERS of good Hillman Minxes, assistance no object.—Hattens, Lord St., Southampton. (10792/R)

Hillman Cars Wanted
BIRMINGHAM also abroad, low mileage Hillman modern cars required by George Heath Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. (1068/R)

NOTTINGHAMSHIRE distributors, Humber, Hillman & always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co. Ltd., Parliament St., Nottingham. Tel. 4681. (1832/R)

Hillman Spares and Service
NORMAND, Ltd.
FIRST-CLASS mechanics and highly efficient supervision produce the best results. (C1055)

NORMAND, Ltd., 405-9, King St., W.8. Riv. 3465. (1067/R)

LONDON & COUNTIES MOTOR MART, Ltd. (10630)

HILLMAN repair specialist (30 years), well-equipped works, servicing, sporting and complete overhauls, spare parts stocked.—70-91, New King's Rd., Fulham, S.W.5. Renova 1141. (1067/R)

CARRIS MOTORS for Hillman spares and service, Leisham Bridge E.13, Lee Green 6855. (10730/R)

BARKING—For full stocks of spares and genuine service for Hillman owners come to Allans Garage Ltd., 105-7, Longbridge Rd. Barking, Tel. Ripleyway 1285. (10438/R)

HOTCHKISS
HAROLD RADFORD & Co. Ltd.
SOLE concessionaires.
SALES and Service.

HAROLD RADFORD & Co. Ltd., Ltd., Melton Court, 3, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (C1034)

!! Chipped Motors Ltd.—See our advertisement under "Sports Cars". (C1034)

£275—1939 Hotchkiss 10hp 2-door sports saloon, a quality car for the connoisseur.—Bray Motors, 190-194, West End Lane, N.W.2. Euston 6490. (C1034)

Hotchkiss Spares and Service
HOTCHKISS spares and service.—Harold Radford & Co. Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss available at Melton Court, South Kensington, Tel. Kensington 6642 (5 lines). (1067/R)

H.R.G.
HAROLD RADFORD & Co. Ltd.
SOLE distributors for London and Home Counties.

NEW and unused H.R.G. cars available for early delivery.
HAROLD RADFORD & Co. Ltd., Melton Court, 3, South Kensington S.W.7. Tel. Kensington 6642 (5 lines). (C1034)

H.R.G. Spares and Service
CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6296. (10504/R)

SPARE parts.
SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5556. (10504/R)

DICKS.
1939 Hudson 17 saloon, steering gear change, fitted reconditioned engine, £425.
1938 Hudson 17, very fine order throughout, £375.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, N.W.5. Tel. 4026. (C1074)

£125—1936 Hudson 22hp 4-door saloon, leather, radio, taxes, bargain.—Bray Motors, 190-194, West End Lane, W.2. Euston 6490. (C1024)

1947 Hudson Commander 6 saloon, maroon, red leather, one owner, 28,300 miles, radio, right-hand steering, excellent condition, £495 or part exchange.
GUY NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (C1035)

1948 Hudson 4-door saloon, colour black, blue, leather upholstery, fitted radio heater, new tyres, "the only car in the world you step down into".
METCALFE & MUNDY, 280 Old Brompton Rd. S.W.5. Premises 5471. (19794)

1938 Hudson Terraplane 17 saloon, new tyres and battery, condition and appearance very good, one owner, £250 or very near offer for quick sale.
Box 4319. (16040)

GUY ALFRED & Co. Ltd.—1947 (registered 1946) Hudson Super Six, right-hand steering, radio, second engine just fitted, superb throughout, £875.
Hudson 22hp saloon, steering column gear change, excellent order, £255—6-7, Warren St., W.1. Euston 3268. (C1005)

Hudson Cars Wanted
SIMPSON MOTORS (WEMBLEY) Ltd. the Hudson buyers. Wembley 6941/2903. (194015/R)

Hudson Spares and Service
MANCHESTER.—Hudson spares and repairs.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Run 2974-5. (10661/R)

DISMANTLING Hudsons, 1939 17hp, 1937 22hp and 1934 17hp.—Motolympha Welshpool, Tel. Glynneath 10425/R.

MANCHESTER—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4351/R.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester 13. Hudson spares and repairs. Tel. Pockroster 1035-7. Telegram, 10568/R.

JACK ROBE, Ltd., offer:—
800 miles only—August, 1952, Humber Super Snipe sal., absolutely as brand new (black with brown hide upholstery, radio, accept £1,175).—Jack Robe Ltd., Stafford Rd., Wallington, Surrey. Wallington 6577-8. (19056)

HUMBER
B. J. HUNTER, Ltd., offer:—

1950 series Humber Hawk saloon, positively as new, £695.
B. J. HUNTER, Ltd., 23, Oakwood Roadway, B.N.W.2. Glidmore 823. (10590)

TOM GARNER, Ltd., offer:—
1952 Humber Super Snipe Mark III saloon, black with red leather, new and unregistered.
TOM GARNER, Ltd., 10-12, Peter St., Manchester. Blackfriars 2615-7. (C1020)

WARWICK WRIGHT, Ltd., offer:—
1952 Humber Hawk 16hp saloon, blue, fawn leather, 8,000 miles.
WARWICK WRIGHT, Ltd., 130, New Bond St., W.1. Mayfair 9761. (104045)

HENDON CENTRAL GARAGE, Ltd., offer:—
1949 "new look" Humber Hawk saloon, fitted radio, taxed rear, burgundy, price £400.
Lord War, Hendon Central N.W.4. Tel. Hendon 9034-5. (C1034)

PHOENIX MOTOR CO. (SURREY) Ltd., offer:—
1951 (March) Humber Hawk saloon, court blue, beige leather upholstery, 17,000 miles only, fitted H.M.V. radio and heater, in outstanding condition throughout, £395.
PHOENIX MOTOR CO. (SURREY) Ltd., High St., Epsom, Surrey. Vigilant 1181. (C1004)

1939 Imperial, immaculate, one owner, chauffeur box 4350, maintained, mechanically perfect, £250.
1948 Humber Hawk saloon, finished in black with leather upholstery, 28,000 miles, a very clean car, £450.
BREW BROTHERS, Ltd. 133, Old Brompton Rd. S.W.7. Kensington 3468. (19136)

1947 Humber Hawk 16hp saloon, colour blue, £430.—Frostich (Howe), Ltd., St. John's Rd., Hove. Hove 54057-8. (16120)

Hattery, tyres, broken, refitted, 56,000 miles, ex. exp. £550.—Apply Rode, Ken. 3452. (19682)

1949 Humber Hawk 16hp saloon, black with brown leather, well maintained, £450.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C4022)

1950 Humber Hawk 16hp saloon, black, heater and H.M.V. radio, 8,000 miles, A.A. report available, £695.—Campbell Symonds, Wembley 6673. (C1037)

1949—51 Humber Pullman limousines wanted.—Particulars, mileage and price to Woodroffe, Ltd., 14, Well Lane, Halifax. Tel. 4331. (5667)

1947 Humber Hawk, one owner, excellent condition, fitted disc covers, £435.—Jocelyn, Ltd., 225-7, Hammermith Rd., W.8. Riverside 6677-8. (19673)

1952 Humber Super Snipe registered, low mileage, full particulars and cash price to Harold Wilson, 18, Penfold Rd., Llandaff, Cardiff. Tel. Llan. 225-7. Hammermith Rd., W.8. Riverside 6677-8. (19673)

HUMBER Hawk Mark IV 16hp saloon, 1951, quartz blue, indistinguishable from new, 14,000 miles, open to A.A. or R.A.C. inspection.—A. Westwood Park Rd., Peterborough. (5233)

1947 Humber Snipe, fitted loose covers, coachwork very clean, mechanically good, £365; choice of 2—Collins's Car Sales, Ltd., 292-308, Lonsdale Rd., W.8. Tel. Madeira Vale 5134. (19673)

£145 with blue leather interior, mechanically very good, an inexpensive car to buy and run, taxed year.

TIMMIS MOTORS, Colindale Rd., Upper Richmond Rd., S.W.15. Putney 2452. (C4015)

1950 Humber Hawk saloon, black, fawn leather, one owner, 22,000 miles, new battery, six tyres, perfect condition, £450.—Owner, Walsall, Bham. (16070)

1951 (November, 1950) Humber Hawk 16hp saloon, sliding roof, black, red leather, black, superb condition, £650.—Edhona Automobils, Ltd., Number Distributors, Cheltenham. Tel. 5895. (1055)

1946 black, brown leather, exceptional condition, amazing value, £395.—Edhona Automobils, Ltd., Number Distributors, Cheltenham. Tel. 5895. (1055)

1951 Humber Super Snipe de luxe saloon, low mileage, one careful owner, black with wine upholstery, phenomenal value, £450 cash, or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2491. (16012)

£945!!!—Humber 7-passenger Pullman limousine, 1939, 380, Euston Rd., N.W.1. Euston 1112. (1072/R)

A&S (Fifty years)—Listed (Posted) 1939, partition, 7-forward, black, private, certified mechanically, selection £450. Below.

£295 Pullman 1939 partitioned limousine, 7-forward, black, nice order, ready service, Loughborough 1948, forward, occasional, wonderful condition throughout, genuine low mileage, privately owned selection £685.

1951 saloons, forward occasional, mileage negligible, selected carriages, selection from £485. Aipe & Saunders, Providence Court, North Adler Street, Mayfair-2941. (C10106)

Humber Cars Wanted
THE CAR MART, Ltd. wish to purchase Humber cars.—380, Euston Rd., N.W.1. Euston 1112. (1072/R)

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1964/R)

PHOENIX MOTOR CO. (SURREY) Ltd., High St., Sutton Surrey. Vigilant 1121. (19044/R)

HUMBER 1951, 19, or 24, second, very cheap, open to A.A. or L.A.C. inspection, Loughborough, 1948. (5970)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Spares and Service
SADL & SMITH, Ltd., 41-49, Alderman's Hill, N.13.
 (04002/R)
FULL stock of spares; Jaguar repairs and main-
 tenance—Service Station; Green Lane, N.13.
 Palmer's Green 1205/7173.

PERRELL'S MOTORS, Ltd., main dealers for Bucking-
 hamshire—Jaguar spares; replacement units and
 repairs facilities.—Bath Rd., Slough, Tel. 23294. (0430/R)
R. P. POWELL (MOTORS), Ltd., East London area
 dealers for Jaguar cars, vans, service and spares.
 —321, Romford Rd., Forest Gate, E.7. Maryland 4318-9.
 (0604/R)

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar
 service by factory trained personnel at Packard
 Buildings, Great West Rd., Brentford, Middlesex.
 Ealing 3400. (0628/R)

WEMBLEY COURT MOTORS SERVICE STATION—
 Comprehensive range of all Jaguar spares in stock;
 specialized service and maintenance for Jaguar cars;
 Wembley Court Motors Service Station, Forty Avenue,
 Wembley. Arnold 1154-5. (0719/R)

JEEP
1952 (first reg.) Jeeps, all types, spares.—Davies
 & Groves, 1-5, Dorset Close, N.W.1. Fnd.
 6545. (0619/R)

WHAT car has a guaranteed and prompt spare
 service?—McManus converted Jeep—36d, Belgrave
 Lane, N.W.3. (0534)

JEeps—Britain's leading Jeep specialists, all spares
 in stock; prompt service; reliable, repairable
 models; utilities; 24-hour service.
MOTORCRAFT GARAGES, Ltd., relation Approach, Gun-
 nersbury, W.4. Chiswick 5013/0621. (0421/R)

JEeps, right or l.h.d., range of bodywork, private or
 commercial—Wick Auto 100% Jeep Firm, Hamp-
 ton Wick, Kingston-on-Thames (4718). (0620/R)

JEeps!!!—Several first-class Willys and Jeep Jeeps
 for sale; also comprehensive stock of spares—Auto-
 work, Ltd., Winchester, Tel. Winchester 4834/3036.
 (01010)

165 gnc.—Jeep (Ford), registered October, 1950, good
 and side-screens, spare wheel, good condition,
 taxed; choice of 4 Jeeps; terms, exchange, lat; open 7
 week-days and Saturdays.—Rowland Smith, Hamp-
 ton Wick, Hampshire 6041. (04018)

MANSELL & FISHER (home or export Jeep specialists)
 offer direct from stock rebuilt Jeeps with 3 month
 guarantee; over Jeep taken in part exchange or rebuilt;
 all spares stocked; contractors to overseas Governments.
 —11, Colindale Lane, London, S.W.1. Sloane 4752. (0306)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.
 —Jeep spare parts, home and export; all spares
 stocked; exchange plan engine, gear box, water pump,
 etc., new body, basket seats, brake linings, etc., etc.
 331-333, High Rd., Chiswick, London, W.4. Chiswick
 1919. (0035/R)

ROWLAND SMITH'S, the Jeep buyers.—Hampstead
 High St. (Hampstead Tube) Ham 6041 (0554/R)
Jeeps Spares and Service
 100% Jeep firm, all spares by return, or over coun-
 try, or large quantities.—Wick Auto. (0306/R)

JACK OLDSING & Co., Ltd., Willys-Overland distri-
 butors for the United Kingdom—Spares and Ser-
 vice, 84-90, Holland Park Ave., W.11. Park 5077.
 (183030/R)

JENSEN
BROOKLANDS—Individually; new and used cars.
1951 Jensen Interceptor cabriolet, mileage 1,000.
 Buy or sell your car as

103, New Bond St., London, W.1. Mayfair 6351-6.
 (01029)

SPECIAL Ford Jensen tourer, reconditioned engine and
 gear box, new body, leather upholstery, chrome
 wheels, many extras, terrific acceleration with hand-
 some lines. £275.
MATTHEW & MUNDY, 230, Old Brompton Rd.
 S.W.5. Fremantle 5077. (03064)

JOWETT
1950 model Javelin, beige, cloth upholstery,
 radio, heater, black, brown leather, speeds racing
 5500.—Whitland, 11, Delamere Rd., W.5. Ealing
 3159. (0620)

SOUTHPORT—1952 (Jan.) Javelin de luxe saloon.
 radio, heater, black, brown leather, speeds racing
 9,500, immaculate car, cost £1,500; accept £250
 or would consider exchange for M.G. saloon or Van-
 guard.—Life West St., Tel. 3774. (1591)

1948 Jowett saloon, specially prepared for fastidious
 owner, special engine recently fitted with
 polished cylinder heads, modified gear box and suspen-
 sion, perforated disc wheels, radio; this car represents
 something different and is a remarkable value at £650.
W. MOTORS, Ltd., Walton-on-Thames, 2044/5/6.
 (02042)

THE CAR MART, Ltd., wish to purchase Jowett cars.—
 120, Euston Rd., N.W.1. Euston 1215. (0674/R)

ROWLAND SMITH'S the Jowett buyers.—Hampstead
 High St. (Hampstead Tube) Ham 6041 (0554/R)
OW-JIT-LEIGH Javelin of similar required new
 L. Streatham Hill, S.W.5. Tulse Hill 4488. (0648)

JUPITER wanted for cash.—Richards & Cary, 55,
 Kinnerton St., Wilton Place, London, S.W.1. Sloane
 5424. (03043)

JOWETT Spares and Service
1951 Jowett Javelin saloon, excellent condition.
 £750.—Furthmouth Rd., Thames Ditton
 Esherbrook 3551-2-3. (04001)

1949 Jowett Javelin, green.—Anthony Crook
 Caterham 2532-3. (01063)

1952 Jowett Jupiter, red, 11,000 miles; £800 o.n.o.
 —Box 4325. (6076)

1952 Javelin de luxe saloon, one owner, black with
 red leather, excellent condition; 8095.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-
 Thames, Kingston 2212. (0679)

1938 (Imp.) Jowett Jip saloon, exceptional order
 1175.—Hendel, Ltd., 88, Gt. Portland
 St. W.1. Lan. 2281/2. (03067)

JOWETT
EPSON—The Woodstock Motor Co., Ltd., main agents
 for Jowett and Bradford, offer:—
1951 Javelin de luxe, turquoise blue, many extras.
1952 Javelin standard, beige.

1952 Javelin de luxe, black; exchanges; deferred
 terms.—Epson 1254-8. (6137)

GOODFREYS, Ltd., Jowett main agents, specialised
 Jowett service, spares, repairs and new and used
 sales; factory-trained mechanics.
GOODFREYS, Ltd., 222-234, London Rd., Croydon
 G. Cro 3641-2. (0463/R)

1951 model Jowett Javelin de luxe saloon, finished
 in maroon, in excellent condition, one owner;
 S.W.7. Kensington 2468. (1526)

BREW BROTHERS, Ltd., 133, Old Brompton Rd.
 S.W.7. Kensington 2468. (1526)

JOWETT and Javelin main agents, spares and special-
 ized service.—Colliver-Fisher, Ltd., Northwood,
 Middlesex. Tel. 777 (4 lines). (0462/R)

1950 Javelin de luxe saloon, black/brown upholstery,
 H.M.V. radio, moderate mileage, £650; also,
 prompt delivery new Javelin—140, Golders Green Rd.,
 N.W.11. Speedwell 0012. (04004/R)

£117 deposit secures 1952 Jowett Bradford 10cwt
 running costs, biggest payload of any 8 hp—142, Golders
 Green Rd., N.W.11. Speedwell 0012. (04004/R)

1952 Javelin, chrome, heater, radio, one owner, many
 extras, excellent condition; 3 months
 guarantee; £775.—Trinity Car, Ltd., 54, North Side,
 Wandsworth Common, S.W.18. Vandyke 1168. (0404)

A GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by
 spending a few shillings
 on an advertisement in
 these columns.

Many thousands of readers
 search "THE AUTOCAR"
 each week and will see
 YOUR advertisement.

COOTER & GREEN, Jowett Main Agents.—Javelin
 and Bradford spares and repairs, sales and service
 Eden Park Garage, Tottenham, E.18. (0302/R)

1952 Jowett, 1949, 10hp 4-cylinder saloon, black,
 brown leather, good condition; terms, exchange
 lat; open 9-7 week-days and Saturdays.—Rowland
 Smith, Hampstead (Hampstead Tube), Hampstead 6041.
 (04018)

1950 model Javelin, beige, cloth upholstery,
 radio, heater, black, brown leather, speeds racing
 5500.—Whitland, 11, Delamere Rd., W.5. Ealing
 3159. (0620)

SOUTHPORT—1952 (Jan.) Javelin de luxe saloon.
 radio, heater, black, brown leather, speeds racing
 9,500, immaculate car, cost £1,500; accept £250
 or would consider exchange for M.G. saloon or Van-
 guard.—Life West St., Tel. 3774. (1591)

1948 Jowett saloon, specially prepared for fastidious
 owner, special engine recently fitted with
 polished cylinder heads, modified gear box and suspen-
 sion, perforated disc wheels, radio; this car represents
 something different and is a remarkable value at £650.
W. MOTORS, Ltd., Walton-on-Thames, 2044/5/6.
 (02042)

THE CAR MART, Ltd., wish to purchase Jowett cars.—
 120, Euston Rd., N.W.1. Euston 1215. (0674/R)

ROWLAND SMITH'S the Jowett buyers.—Hampstead
 High St. (Hampstead Tube) Ham 6041 (0554/R)
OW-JIT-LEIGH Javelin of similar required new
 L. Streatham Hill, S.W.5. Tulse Hill 4488. (0648)

JUPITER wanted for cash.—Richards & Cary, 55,
 Kinnerton St., Wilton Place, London, S.W.1. Sloane
 5424. (03043)

JOWETT Spares and Service
1951 Jowett Javelin saloon, excellent condition.
 £750.—Furthmouth Rd., Thames Ditton
 Esherbrook 3551-2-3. (04001)

1949 Jowett Javelin, green.—Anthony Crook
 Caterham 2532-3. (01063)

1952 Jowett Jupiter, red, 11,000 miles; £800 o.n.o.
 —Box 4325. (6076)

1952 Javelin de luxe saloon, one owner, black with
 red leather, excellent condition; 8095.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-
 Thames, Kingston 2212. (0679)

1938 (Imp.) Jowett Jip saloon, exceptional order
 1175.—Hendel, Ltd., 88, Gt. Portland
 St. W.1. Lan. 2281/2. (03067)

Jowett Spares and Service
COLLIVER-FISHER, Ltd., excel in supporting their
 Main Agency. Unsurpassed service. Spares and
 repairs. Tel. 777 (4 lines). (0462/R)

NORTHWOOD, Middx. Tel. 777 (4 lines). (0462/R)

BUNTING'S MOTOR EXCHANGE offer unrivalled ser-
 vice of spare and repairs for Jowett Javelin and
 Bradford.—Bondersfield Lane, Harrow. Tel. 6225-6.
 (00718/R)

KNIGHTON-ON-THAMES Main Agents for Jowett
 Javelin, Jupiter, Bradford vans and utilities, com-
 prehensive spares and service facilities; trade require-
 ments catered for.
G. W. WILKIN, Ltd., Weston Park, and 84, Eden
 St., Kingston-on-Thames. Kin. 2212. (0679/R)

A. V. MOTORS, Ltd., Park Rd., Teddington, Middle-
 sex. Tel. Kingston 0710.—The Jowett specialists
 and area agents; over 28 years' Jowett experience; spares
 and service. (0759/R)

LAGONDA
CAR MART, Ltd.
1951 Lagonda 2½-litre saloon, radio, heater, 10,000
 miles; £1,250.—Car Mart, Ltd., 150, Park
 Lane, W.1. Grosvenor 3434. (01080)

HAROLD RADFORD & Co., Ltd.
OFFICIALLY appointed Lagonda retailers.
SALES and service at Melton Court, South Kensington,
 London, S.W.7. Kensington 6643-15 lines; (03047/R)

GUY SALMON AUTOMOBILES offer:—
LAGONDA and Aston Martin agents.
1952 (September) Lagonda 2½ coupe, 500 miles,
 £2,250.—Furthmouth Rd., Thames Ditton
 Esherbrook 3551-2-3. (04001)

BROOKLANDS—Lagonda distributors; latest models.
1952 Lagonda 2½-litre coupe, mileage 6,000.
1951 Lagonda 2½-litre coupe, many extras.
1950 Lagonda 2½-litre saloon, one owner.
 Buy or sell your car at

103, New Bond St., London, W.1. Mayfair 6351-6.
 (04099)

DAVIES MOTORS, Ltd. (managing director, J. R.
 Davies, 20 years' service manager to Lagonda, Ltd.),
 1933 16/80 sports 4-seater, alloy and red, good
 order throughout.
 1936 4½-litre L.O. 45 4-seater tourer, complete en-
 gine and chassis overhaul in progress.
 1939 V.12 4-seater coupe, Sanction II engine, whole
 car completely reconditioned, appearance positi-
 vely as new.
FURTHER particulars of these and other models new
 in course of preparation.
DAVIES MOTORS, 237, London Rd., Staines,
 Tel. Staines 4211-2-3-4-5 or (private) Farnborough
 5584. (03041/R)

PERFORMANCE CARS, good selection, always avail-
 able, written guarantee.—See under "Sports Cars,"
 page 11. (03041/R)

1952 Lagonda drop head 2½, 7,000 miles, as new.
 Lamberth Crook, Tel. Caterham 2532/3. (01063)

1934 4½-litre black pillarless sports saloon, alloy
 pneumatic upholstery, dual ignition, superb
 motor, very quick; £220.—Ray, Bush Barn, Wallingford
 10106. (0106)

£299—Magnificent motoring at low cost: Lagonda
 3½-litre special sports saloon, 1935 model but
 looks as modern as £1,000 motor car; bodywork magnifi-
 cently beautiful; interior excellent; tremendous per-
 formance aided by modern synchromesh third and top
 gear; you won't believe this vehicle is so beautiful a
 value as you come and see it.—Below

£235—1934 Lagonda 16/80 sports saloon, very out-
 standing condition; superb performance,
 and excellent looking; not a shabby old thing but a beauti-
 ful piece of machinery barely aged by time; three months
 guarantee; hire purchase; exchange.
LAMBS, Finchley Showrooms, 421, High Rd., Finch-
 ley, N.12. Fin. 6971. (03058)

Lagonda Cars Wanted
ROWLAND SMITH'S the Lagonda buyers.—Ham-
 pstead High St. (Hampstead Tube) Ham 6041.
 (0554/R)

DAVIES MOTORS, Ltd. (managing director, J. R.
 Davies, 20 years' service manager to Lagonda, Ltd.),
 for all forms of Lagonda repair and maintenance—no
 matter what its type we can offer specialised service.
 London Rd., Staines. Tel. Staines 4211-2-3-4-5.
 We are open on Saturday mornings. (03041/R)

LAGO TALBOT
CHARLES POLLETT, Ltd., offer:—
FRENCH Lago Talbot, 1950, 2½-litre, fitted magni-
 cent 3-door 4-seater streamlined saloon, body by
 Scamachi (sunroof, colour dark maroon, rear view
 heater, 16,000 miles only; this most attractive car
 offers at £1,950 (cost new in this country approx.
 £2,500).
 18, Berkeley St., W.1. Mayfair 0886.

OFFICIAL Lea-Francis Service Station—Barnesdale
 Yard, off Egin Ave., W.8. Cunningham 5879.
 (02010)

LANCHESTER
STRATSTONE, Ltd., Lanchester Distributors.
LANCHESTER 10hp saloon (1951), black with green
 leather interior and demister, small mileage; £950.
LANCHESTER 10hp saloon (1947), black with brown
 leather interior, in outstanding condition; £875.
LANCHESTER 10hp saloon (1946), black with brown
 leather, most attractive; £550.
STRATSTONE 40, Ebury St., W.1. (Mayfair 6404).
 Tel. 2374. (04062)

1948 Lanchester 10 saloon, blue, one owner; New
 throughout; £625.—Campbell, Wycombe.
 Arnold 2246. (01090)

LANCHESTER 10 (1950) saloon, black with brown
 hide, excellent condition, well maintained and shed
 box 4111. (15828)

The Autocar

LEA-FRANCIS

M.G.

A CRES AUTOS. Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909, and at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

C AR MART. Ltd.

1951 M.G. T.D. 2-seater, 3,000 miles: £675.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Eusto.3
1212. [C1038]
K iPCO, Ltd., offer:—

1952 M.G. T.D. 2-seater, green, low mileage, extras, £765.
1949 M.G. T.C. 2-seater, black, 12,000, one owner; choice 2 from £525.
1947 M.G. T.C. 2-seater, red, all over tonneau.

R IPOCO, Ltd. (M.G.s purchased), 16, Albemarle St.,
Mayfair, London, W.1. Regent 2952. (C3052)
J. NORTON Ltd., offer:—

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2.
Tel Gladstone 6503. [C2040
PHILIP RICKARDS, Ltd., offer:—

1950 M.G. TD, black/red, 2,700, perfect.—4, Brick
St., Park Lane, London, W.1. Grosvenor
4772/5. (C3051)
CHARLES RICKARDS, Ltd., offer:—

1952 (Jan. M.G. T.D. 2-seater, one owner, mileage 5,700, various extras, in faultless condition throughout; £675.

ALSO a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.

56 Baywater Rd. W.2 (next door Lancaster Gate

36 Tube Stn., 5 mins. from Marble Arch). Pad.
1820. (C3050)
JACK ROSE, Ltd. M.O. agents offer:
1951 (August) T.D. 2-seater, as brand new, 6,000

1951 14-litre sal., one owner 12,000 miles; accept £715.

1952 M.G. 1½-litre saloon, 5,000 miles, a new car:
 1952 M.G. 1½-litre saloon, 5,000 miles, a new car:
 1952 M.G. 1½-litre saloon, 5,000 miles, a new car:

PARADE MOTORS (MITCHAM) offer:—
1939 M.G. T.A., black and red, good tyres, new

1947 M.G. T.O., black and red, radio luggage carrier, etc.; £365

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mil. 3392. (C5036)

1952 M.G. T.D. sports 2-str., supercharged, many extras, 7,000 miles.
103 New Bond St. London, W.1. Mayfair 8351-6. C1029

1948 (June) T.C. 2-seater, one owner, low mileage;
£395.—Box 4255 [589]

1951 M.G. 14½-litre saloon, black, green upholstery,
12,000 miles, one owner.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1
(Mayfair 5951) and 13, Chelsea Manor St., S.W.3
Flaxman 8181). [C4046

E165.—1934 M.G. sports 2-seater. taxed. new
tyres, car in excellent condition.
BRIAN PINGLASS, Buzatti Sales & Service, 2. Pem-
bridge Mews, Bayswater, W.11. Bayswater 3951.
after 6 Tulse Hill 4755. IC2009

£650 -1950 (December) MG, 1½ saloon, green, green upholstery, a one owner car in excellent

£425 111—M.G. 11hp Midget T.C. 2-seater 1947.
green/green leather, new tyres, luggage rack.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel.
2041. Open till 7 p.m. Write for catalogue. Open
all day Saturday, 27th December. (C1035)
1951 (Feb.) M.G. 1½-litre 6-light 4-door saloon,
black green leather upholstery, sun roof, ap

W J BROWN, Ltd., Established over 30 years.
339, Finchley Rd., N.W.5. Hampstead 4414. (C1022

£75.—1934 L type M.G. 2-seater, alloy body, new tyres, brake cables and steering, complete less engine and gear box.—Box 4521. (16064)

M.G. T.C., 1947, black, red interior, 34,000 miles, one owner, new tyres, hood, screens, engine bodywork

1950 M.G. TD 2-seater, black, spare unused, tread enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place W1. Mayfair 0821/2. (C9040)

1951 M.G. 1½-litre saloon, one owner, rad'c ex-
ceptional condition. — G. P. Morley Ltd. 54,
Fleet St. W.C.2. Tel: 01-252 4182. (C9016)

635.—T.D., 1951 (July), cream, one owner, faultless.—Richards & Carr 35 Kinnerton St., Wilton Place, London, S W 1. Soane 5424. (C3045)

tyres, in very good condition: £145 — Platt, Lyn-
wood, North Parade, Horsham, Sussex Tel. Horsham
60. (1964)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Packard Cars Wanted
SIMPSON'S MOTORS (WEMBLEY) Ltd., the Packard buyers.—Wembley 6081/3503. (W4015/R)
JOE THOMPSON (MOTORS) Ltd., Packard specialists, 17, Fulham Rd., S.W.3. Kensington 4555. (1902/R)
ROWLAND SMITH'S, the Packard buyers—Hamstead High St. (Hamstead Tube) Ham 6031. (1901/R)
LEONARD WILLIAMS & Co. (1940). Ltd., Packard Sole Concessionaires Great West Road, Brentford, Middlesex. Ealing 3400. (1919/R)
JOE THOMPSON (MOTORS) Ltd., Packard repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4555. (1905/R)
LEONARD WILLIAMS & Co. (1940). Ltd., Packard Sole Concessionaires Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (1906/R)

PLYMOUTH

SIMPSON'S offer:
1949 Plymouth 4-door saloon, fitted with seat covers, heater, etc., good condition.
1947 7/8 Plymouth 4-door saloon, right-hand drive, radio, heater, seat covers, extras.
SIMPSON'S MOTORS (WEMBLEY) Ltd. (American Car Specialists) Wembley 5691/3503. (C4015)

PONTIAC

SIMPSON'S offer:
1951 Pontiac saloon, radio, heater, seat covers, low mileage, fitted all extras.
1949 Pontiac saloon, right-hand drive, fitted radio, heater, seat covers, extras.
SIMPSON'S MOTORS (WEMBLEY) Ltd. (American Car Specialists) Wembley 5691/3503. (C4015)
1940 Pontiac sports saloon, radio, heater, etc., beautiful condition, £295.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. (C3007)

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY) Ltd. the Pontiac buyers.—Wembley 5691/3503. (W4015/R)
FOR Pontiac spares and Pontiac service.
U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Fiam 775-4.
SOLE distributors Great Britain for Pontiac cars and Pontiac parts. (1917/R)

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, long known service repairs, etc. for the Porsche.—Tel. Ripley 2361. (1902/R)

RACING CARS

COOPER'S GARAGE (SURREY), Ltd., of Surbiton, Tel. Elm. 5346, are the sole concessionaries for Great Britain of the Cooper 500 and 1,000cc formula racing cars. (1921/R)
RAILTON
1935 Railton Fairmile coupé: £200; offers new tyres, battery, etc.—T. & L. Darlington, Finsbury St., Glasgow.
MAJOR J. P. & BARBER, 10, Sussex Mews East, W.2, Paddington 3639 (night Bayswater 6735).—All models available and wanted.
ONE MOTORS (LONDON), Ltd.—Second to none selection, also spares, reconditioned engines and after-sales service.—North Side, Wandsworth Common, S.W.18, Vandyke 5181. (1933/R)

Railton Cars Wanted

THOMPSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1837-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. (1935/R)

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4659. (1921/R)

RAYMOND WAY

RAYMOND WAY of Kilburn.

RAYMOND WAY The Hire-purchase Specialists.

1951 Renault 750cc saloon de luxe, finished in metallic green, green leather upholstery, mileage 6,000, can be recommended to a fastidious buyer requiring a smart economical motor; 569/na.
FIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car. Always 200 cars under £200 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maide Va. 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line 150 yards). (C4047)
GUY SALMON AUTOMOBILES offer:—

1952 (December) Renault 750, 90 miles, a new car, B.M.T.A. consent, £250.—Portsmouth Rd., Thames Ditton, Esherbrook 551/231. (C4001)
WELHAM RENAULT SALES & SERVICE, Surbiton Hill Rd.
SURBITON, Elmbridge 1875, offer the following Renaults:

1951 model, taxed under 12,000 miles; £255.

1949 8.3 4-door saloon, choice of 3; from £343.

1939 8.3 saloon de luxe; from £250; choice of 2.

1939 12hp saloon de luxe, black; £275. (19126/R)

£525 111—Renault 750 saloon de luxe, 1951, fitted radio, immaculate paintwork, nominal mileage only.
CAMDEN MOTORS, Ltd., Letchford Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. Open all day Saturday, December 27th. (C1085)

1951 Renault 8 4-door saloon, guaranteed; £310, payments 10/6. Oldfield, 356, Kensington High St., W.14. Wes. 6631. (C4029)

1938 Renault 12 saloon, excellent, guaranteed; £120, payments 10/6. Vauxhall 17, Astwood Mews, 87/9, Froisher 1519. (C4038)

370 miles only, guaranteed!—1952 (June) 750cc reconditioned Renault 4-door saloon, subject 6 months balance of covenant, immaculate, in metallic green; £385.—A. A. Mauleverer, Ltd., 318-320, Rokenhurst Rd., Southampton. Tel. Boscombe 3350/5. (19346)

RENAULT

MAYFAIR GARAGES, Ltd.—1949 model 8 1/2hp 4-door de luxe saloon, beige leather upholstery, nominal mileage, extremely smart car with fine road performance, 3 months guarantee; £395.—Mayfair Garage, Ltd., Balclutha St. (opp. Belgrave Clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6, 9-1. (C3909)

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers—Hamstead High St. (Hamstead Tube) Ham 6031. (1901/R)
RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1. Leam 5424. (W3045)

WELHAM RENAULT SALES & SERVICE, Surbiton, Hill Rd., Surbiton Elmbridge 1875, purchase all models. (19127/R)

Renault Spares and Service

DISMANTLING 1937 Renault 16/4 coupe, all parts, other models.—"Motocycle", Oswestry, Tel. 480. (3544/R)
GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors—East Glamorgan—spares and service.—Tel. 20531. (1911/R)

RILEY

DICKS
1938 Riley 2 1/2-litre Kentrol saloon, last of the original Rileys, all aluminium body, fitted overdrive, £355.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maide Va. 6888-9. (C1072)

RILEYS:
1949 2 1/2-litre saloon, 15,000 miles, black and green; £750.—Below.
1950 1 1/2-litre saloon, dual green, 17,000 miles, radio, etc.; £795.—Below.
1950 2 1/2-litre saloon, 12,000 miles, dual green, radio, heater, etc.; £895.—Below.
FULLY guaranteed, part exchange, terms.—Cyril Sheppard of Reading, Gosling 2345. (19032)

RILEY (USEFUL) MOTORS offer:—

1952 (May) 2 1/2-litre Riley, one owner, 3,000 miles, H.M.V. Radiomobile, heater, Marchal headlights, Ace rimblebairns; £1,195; any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. (C3060)

GUY SALMON AUTOMOBILES offer:—

1948 Riley 2 1/2-litre saloon, immaculate condition, £675.—Radiomobile, heater, Marchal headlights, Ace rimblebairns; £1,195; any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. (C3060)

1948 Riley 2 1/2-litre saloon, immaculate condition, black brown leather, 2925.
RIPCO, Ltd. (Rileys purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2963. (C3058)

£850 1939 Riley 2 1/2 roadster.—Autowork Ltd., Winchester. Tel. Winchester 4334. (C1010)

1935 Riley Stelio 15/6, as time overhauled; offers 1935 invited.—27, Bowditch Rd., Sevenoaks. 15908
SUBS specialists for Riley cars and spares.—Cadye Ltd., Lewes 1221. Successors to Lewes Motors, Ltd.
BEARDS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3548. (1079/R)

PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars". (C3061/R)

1951 Riley 2 1/2, heater and radio, immaculate.—Anthony Crook, Tel. Caterham 2323/4. (C1063)

1946 1 1/2-litre, black, clean, perfect, nearest £475.—McCracken, Bank St., Ashton-U-Leave. (16142)

£565—Riley 1 1/2-litre, 1947, appearance as new, works reconditioned, engine, heater, side roof, many others.
BERMOTORS, 1, Clarendon Rd., Holland Park, London, W.11.1. Part 5066-7. (50 yds. Holland Park) Exchanges, h.p. (C1017/R)

1938 2 1/2-litre Adelphi Blue Streak saloon, manual gear box, exceptional condition; £270.—Tel. Arnold 1667. (6117)

£250—Riley 9 1937 Merlin, in exceptional condition throughout, faultless mechanically; many others.
BERMOTORS, 1, Clarendon Rd., Holland Park, London, W.11.1. Part 5066-7. (50 yds. Holland Park) Exchanges, h.p. (C1017/R)

£495—1946 Riley 1 1/2 saloon, black, green leather, an outstanding example of the condition in which a good car can be kept.
LARICE & SIMPSON, Ltd., Riley Sales and Service, C. 73/79 Cogan Lane, S.W.1. Sloane 4727. (C1044)

1950 Riley 1 1/2-litre saloon, black, brown leather, heater, demisters, chrome wheel discs, wing mirrors, beautiful condition; £375.
1946 (October) Riley 2 1/2-litre saloon, black, green leather, H.M.V. 4-door, heater, etc., excellent condition; £375 or exchange.
HARROWSIDE MOTORS (BLACKPOOL), Ltd., Harrogate, Blackpool, Tel. 41137. (16354)

1949 model Riley 2 1/2-litre, immaculate throughout, heater, Ace Rimblebairns; £695.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 2100/8676. (C4016)

WHAT offers?—1933 Riley 8, exceptional condition, brakes re-lined, new battery, radio, 4000 lbs. horns.—Davis, 2, Jasmine Grove, Anerley, S.E.20. Syd. 8755. (16108)

1947 1 1/2-litre Riley, completely overhauled and re-conditioned March, 1952, at cost of £200, fully available inspection; £650.—Paddington 1280, ext. 167 after 6 p.m. (14784)

1949 (Sept.) Riley 2 1/2-litre roadster, pale blue, immaculate throughout; £750.—Arthur Bassett, Ltd., Greenfield St., Swansea. Tel. 55132/3. (3932)

1948 Riley 1 1/2-litre saloon, black red leather, immaculate condition.—Silverthorne Motors Ltd. 1013, Finchley Rd. N.W.11. Meadow 2288. (C4011)

£175—1935 Riley 1 1/2-litre sports saloon, extensive overhaul recently, unusual opportunity.—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 4480. (C1063)

RILEY

(October, 1937) Riley Kentrol 12hp saloon, grey, red leather, one owner from new, excellent mechanical condition; £355.—Edmonds Automobiles, Ltd., Cheltenham, Tel. 5095. (1945)

1935 Riley Kentrol saloon, mechanically perfect, recently reconditioned, good tyres, prescient gear, £215.—Carpenter, Weymouth Woodmastery Lane, Bantsted, Surrey. Burgh Heath 860. (1953)

1938 Riley Big 16-4, with overdrive; this car has been driven by one owner only, tyres, etc., perfect, many extras, £275, available lat. Jan. 1953.—Cranmore, Tel. Potters Bar 2040. (C1068)

1936 12hp Falcon, enthusiast maintained, 32,000 miles, when cruising at 50 mph. about 1000, tidy body, new running bearings, low oil consumption, unusually quiet prescient gear box.—Reasonable offers please to Palmers Green 1963. (1606)

6000 miles only, Nov. 1951 Riley 2 1/2-litre saloon, in cream and red hide upholstery, absolutely as brand new, the most attractive car on the road; accept £1,075.—Jack Rose, Ltd., Stamford Rd., Wellingborough, Surrey. Tel. Wellingborough 4077-8. (C3058)

Riley Cars Wanted

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. (1096/R)
ROWLAND SMITH'S, the Riley buyers—Hamstead High St. (Hamstead Tube), Ham. 6031. (1903/R)

RILEY 1 1/2 wanted, small mileage and in new condition; cash or exchange.—See M.O. Advert No. 6068.

BLACKB. Riley distributors, will purchase any Riley cars.—110, Bold St. (Liverpool), Tel. Royal Exchange 110. (1948)

REQUIRED immediately, good Riley.—G. Edwards, Amersbury Lane, Harpenden, Herts. Tel. 118. (19400)

PRIVATE cash buyer requires 1950 Riley 1 1/2 or 2 1/2, in immaculate condition.—Lowest price to meet £275.

URGENTLY required, 1948-52 Riley 1 1/2 saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Dorset. Tel. 1481. (1265)

Riley Spares and Service

FRANK L. HARRIS & SONS
SPECIALISED knowledge and personal supervision of Riley sales and service, guaranteed satisfaction. (Worthington 71)
FOR Riley service consult the Riley specialist.—W. F. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). (19172)

HARTLEY'S for Rileys, spares and services.—165-171, Rangeways Rd., Forest Hill, S.E.23. Forest Hill 2244-5. (10238/R)

ENGINEERING Ltd.—Prescient gear, axles, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 721. (10238/R)

REX NEATE, Sharnhurst Lane, Botley, Southampton, specialized Riley service, large stocks of spares; prompt attention.—Routledge to Botley 152. (10238/R)

SQUIRE MOTORS, Ltd., of Henley-on-Thames, specialized Riley service; cars collected and delivered arrangements.—Tel. Henley-on-Thames 450. (10238/R)

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carpers Lane, Highgate Rd., London, N.W.5. Gui. 5446. (10238/R)

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss Agencies, Ltd., High St., Leamington Spa, Tel. 67. (19356)

ROLLS-ROYCE

C. M.
1951 Rolls-Royce Silver Wraith Park Ward 4-door saloon, passed manufacturers, black with beige leather upholstery, 7,000 miles; £4,950.
1938 Rolls-Royce 55/30hp 7-seater limousine by Park Ward, black with beige leather to front and beige cloth to rear, guaranteed, £1,395.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). (C1039)

RIPFON
RIPFON
RIPFON BROS., Ltd.
THE leading Northern Rolls-Royce and Bentley specialists.
HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.
RIPFON BROS., Ltd., Huddersfield 7070 (10 lines). A. Also Bradford, Leeds and Sheffield. (1905/R)

EXCHANGE or sell.
1947 Rolls-Royce Silver Wraith.
1937 Rolls-Royce 25/30 saloon.
1939 Rolls-Royce replica.
20/25 Rolls-Royce brakes (reconditioned by makers 1952).
A. L. reasonable offers considered.

SWANMORE GARAGE (Rolls-Royce & Bentley Specialists), 1176-1180, Chichester Rd., Boscombe, Bournemouth. (C4044)

PHANTOM 17/1934 Tourer, Chrysler Deluxe Coachwork, 6-wheels, lavish equipment, moderate mileage, outstanding example, reasonable cost £121/19. Tax. (C4044)

OWNER-DRIVER 1937 50hp 4-door H.J.M. saloon, black, spacious boot, leather, mileage 50,000, de-luxed condition £1390.

OWNER-DRIVER 1937 Phantom III Park Ward Saloon electric partition, sunroof, mileage 21,000, spacious boot, wireless, 6-wheels, covers, de-luxed condition throughout, £1465. (Tax £12/10.) Also a Saunders, Providence Court, North Audley Square, Mayfair-2941. (C10061)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 16
1947 Rover 16hp sports s.a.m.o.m. indistinguishable from new. Black and green leather. H.M.V. radio, guaranteed condition. £275.—R. S. Mead (Saxey), Ltd., 41 Queen St., Maidenhead. Tel. Maidenhead 3431/2. (C3011)

1948 Rover 16hp saloon, fitted with heater and Radiomotion in very clean condition. chauffeur k.p.t. and driven back with brown upholstery, best offer over £700 secure.—J. M. A. Ltd., Manohill Garage, Peterfield. Tel. Peterfield 418. (C3011)

1948 Rover 16hp sportsman's 4-light s.a.m.o.m. 1952, attractively finished in deep maroon with maroon leather interior, major overhaul, including reconditioned engine, etc., carried out November, 1951. Good drive, etc.—very outstanding performance. CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

ROVER 80 & 75
NEWHAMS, Ltd.
1951 Rover P4 saloon, beige with red leather, genuine mileage 5,574; £1,195. (C3004)
NEWHAMS House, 285-7-9, Hammer Smith Rd., London W.6. Riverside 4648. (C3004)
HENLYS, Ltd., offer:—
1951 Rover 75, black with green leather upholstery, one owner, low mileage, in beautiful condition throughout, works serviced by Henlys, England's largest Rover distributors, usual guarantee and 7 days' free trial; price £1,145; full list by return post.—Euston 19610

R F FUGOLE, Ltd.
4000 miles.—75 Rover P4, genuine mileage 4,000, the whole in every way indistinguishable from new; £1,160.
1950 Rover 75 P4 saloon black with red upholstery and accessories including H.M.V. radio and heater maintained first-class condition throughout.
R F FUGOLE, Ltd. Bushey Heath, Herts. Tel. 1885. (C3017)

H. A. SAUNDERS, Ltd., offer:—
1950 Rover P4 saloon, blue with blue upholstery, radio, heater, etc., recorded mileage 16,000; £1,045. —842, High Rd., N.12. Hillside 0024. (C3027)

SAUL & SLATTER, Ltd., offer:—
1952 Rover 75 saloon, green, 4,000 miles, immaculate condition, £1,195. —Palmer Green 1205/1175. (C4002)

CUY SALOMON AUTOMOBILES offer:—
1950 Rover P4 saloon, 15,000 miles, fitted radio, heater and upholstery.—Forthampton 5551-2-3. (C4001)

GORDON CARS (LONDON), Ltd., for Rovers.
1951 Model P4 saloon, 11,000 miles; £1,145. (C3023)
GORDON House, 373, Euston Rd., N.W.1. Eus. 6511. (C3023)

1950 (July) Rover P4 saloon, 15,000 miles.—Ernest Sutton, Tel. Regate 4. (C4032/3)

1953 series Rover P4 saloon, 10 days old; list price, Ernest Sutton, Tel. Regate 4. (C4032/3)

1951 (July) Rover P4 saloon, 15,000 miles.—Ernest Sutton, Tel. Regate 4. (C4032/3)

1951 Rover P4, green, one owner, 6,000 miles, £1,125.—Davy, London. Western 9641. (C1069)

1950 Rover P4 saloon, black, green leather, one owner £1,125.—Odeon Motors, Ltd., Bagenhall 4100. (C1028)

1950 Rover P4, black, grey leather, radio, heater, loose covers, 11,000 miles.—Oak's Motors, Ltd., Conduit St., Leicester 6019. (C1028)

1952 (August) Rover P4 saloon, black, H.M.V. radio, 12,000 miles, exchange considered.—John Avery, 225-230, Banbury Rd., Oxford. Tel. Oxford 59553 15999

1951 Rover 75 saloon, pastel blue, leather upholstery, heater, 12,000 miles, excellent condition, one owner.—Lukey, Tewkesbury, Cranford, C. Wall. (C624)

CAMDEN MOTORS—Rover 75 sports saloon, November, 1948, fitted H.M.V. radio (latest type model), heater and Regency tailored seat covers, fastidiously maintained by one owner and serviced every 2,000 miles by main Rover distributors. £795

CAMDEN MOTORS—Rover 75 P4 model, 1950, in beige, a one-owner car fitted H.M.V. radio, heater, loose seat covers, serviced by distributors every 2,000 miles, full list available; £925

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

1953 Rover P4 saloon, first registered 28.11.52, guaranteed mileage 4,700 only, finished green with green leather, fitted with radio, list price with accessories, £1,546/19/11; accept £1,425.—Herbert Robinson, Ltd., Cambridge. 5461. (C3053)

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475 gns.—Land-Rover, 1951, dark green, hood, Perseus side-screens, spare wheel, one private owner, 14,600 miles, practically new condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£525—March 1952 Land-Rover, 11,500 miles and used entirely for pleasure motoring, condition vastly superior to the usual run of Land-Rovers, and never used for general utility purposes or farm work, fitted heater, twin windscreen wipers, direction indicators, 10-Way protective paint, etc.

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R. F. POWELL MOTORS, Ltd. for Rover cars.—East London Area Dealers, 10, Romford Rd., Forest Gate E.7. Maryland 4818-9. (C3018/9)

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COOMBS & SONS (GUILDFORD), Ltd.

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1950 S.M.1500 saloon, green with beige upholstery; £565.
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1948 Singer in de luxe 4-door saloon, excellent condition; small mileage; £356.—D. J. Shepherd & Co. (Knfield), Ltd., 435, Herford Rd., Knfield, Howard 1831. (C4009)

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1948 Singer Super 10hp de luxe sunshine saloon, black, brown hide upholstery, moderate mileage, excellent condition, taxed, bargain. £356.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (C3013)

£240.—1939 Bantam 9 sun saloon, lovely condition, recolloured, new battery, etc.—Kings Road 2469. (16132)

SINGER Super 10 saloon, 1948 model, low mileage, good condition; £335.—Hill's Garage, Florence Rd., W.5. Ealing 0232. (15944)

1950 Singer 1500; £515.—Claxton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5226 (3 lines). (C1050)

FOR sale, late 1950 Singer S.M. 1500, mileage 22,000, tyres and bodywork good, fitted heater, offers.—Appleby & May's 4 Garage, Olneywell Road, Olney, 15899

1951 (April) SH roadster, blue, nominal mileage, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

1950 Singer SM1500, beautiful condition, one owner, fitted radio, heater, loose covers, original cost, £1,165; our price £450/11—A.L. Motors, Palmers Green, N.W.6. Mal. 4725. (C1011)

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495 gns.—Singer 9 1951 sports 2+2-seater Roadster, black, black leather upholstery, 4-speed gear box, 17.5, one careful owner, small mileage, spare undercar, exceptional condition, current list price £735; taxed, terms, exchanges.—Rowland Smith, below.

495 gns.—Singer 1950, November 1948 saloon, black, black leather upholstery, one owner, small mileage, wood tyres, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

1951 Singer S.M. 1500, late 1957, de luxe 4-door saloon, black, sliding head, red leather, good tyres, carefully used, excellent condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

CHILDREN CARS offer a 1948 series Super 15 saloon, carefully used, exceptional condition throughout, £395, also 1951 (September) 10-litre Le Mans Speed Model 2-seater; terms exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. 2050. (C1045)

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2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 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1,000 miles, 1994-95, 1,000 miles, 1995-96, 1,000 miles, 1996-97, 1,000 miles, 1997-98, 1,000 miles, 1998-99, 1,000 miles, 1999-00, 1,000 miles, 2000-01, 1,000 miles, 2001-02, 1,000 miles, 2002-03, 1,000 miles, 2003-04, 1,000 miles, 2004-05, 1,000 miles, 2005-06, 1,000 miles, 2006-07, 1,000 miles, 2007-08, 1,000 miles, 2008-09, 1,000 miles, 2009-10, 1,000 miles, 2010-11, 1,000 miles, 2011-12, 1,000 miles, 2012-13, 1,000 miles, 2013-14, 1,000 miles, 2014-15, 1,000 miles, 2015-16, 1,000 miles, 2016-17, 1,000 miles, 2017-18, 1,000 miles, 2018-19, 1,000 miles, 2019-20, 1,000 miles, 2020-21, 1,000 miles, 2021-22, 1,000 miles, 2022-23, 1,000 miles, 2023-24, 1,000 miles, 2024-25, 1,000 miles, 2025-26, 1,000 miles, 2026-27, 1,000 miles, 2027-28, 1,000 miles, 2028-29, 1,000 miles, 2029-30, 1,000 miles, 2030-31, 1,000 miles, 2031-32, 1,000 miles, 2032-33, 1,000 miles, 2033-34, 1,000 miles, 2034-35, 1,000 miles, 2035-36, 1,000 miles, 2036-37, 1,000 miles, 2037-38, 1,000 miles, 2038-39, 1,000 miles, 2039-40, 1,000 miles, 2040-41, 1,000 miles, 2041-42, 1,000 miles, 2042-43, 1,000 miles, 2043-44, 1,000 miles, 2044-45, 1,000 miles, 2045-46, 1,000 miles, 2046-47, 1,000 miles, 2047-48, 1,000 miles, 2048-49, 1,000 miles, 2049-50, 1,000 miles, 2050-51, 1,000 miles, 2051-52, 1,000 miles, 2052-53, 1,000 miles, 2053-54, 1,000 miles, 2054-55, 1,000 miles, 2055-56, 1,000 miles, 2056-57, 1,000 miles, 2057-58, 1,000 miles, 2058-59, 1,000 miles, 2059-60, 1,000 miles, 2060-61, 1,000 miles, 2061-62, 1,000 miles, 2062-63, 1,000 miles, 2063-64, 1,000 miles, 2064-65, 1,000 miles, 2065-66, 1,000 miles, 2066-67, 1,000 miles, 2067-68, 1,000 miles, 2068-69, 1,000 miles, 2069-70, 1,000 miles, 2070-71, 1,000 miles, 2071-72, 1,000 miles, 2072-73, 1,000 miles, 2073-74, 1,000 miles, 2074-75, 1,000 miles, 2075-76, 1,000 miles, 2076-77, 1,000 miles, 2077-78, 1,000 miles, 2078-79, 1,000 miles, 2079-80, 1,000 miles, 2080-81, 1,000 miles, 2081-82, 1,000 miles, 2082-83, 1,000 miles, 2083-84, 1,000 miles, 2084-85, 1,000 miles, 2085-86, 1,000 miles, 2086-87, 1,000 miles, 2087-88, 1,000 miles, 2088-89, 1,000 miles, 2089-90, 1,000 miles, 2090-91, 1,000 miles, 2091-92, 1,000 miles, 2092-93, 1,000 miles, 2093-94, 1,000 miles, 2094-95, 1,000 miles, 2095-96, 1,000 miles, 2096-97, 1,000 miles, 2097-98, 1,000 miles, 2098-99, 1,000 miles, 2099-00, 1,000 miles, 2100-01, 1,000 miles, 2101-02, 1,000 miles, 2102-03, 1,000 miles, 2103-04, 1,000 miles, 2104-05, 1,000 miles, 2105-06, 1,000 miles, 2106-07, 1,000 miles, 2107-08, 1,000 miles, 2108-09, 1,000 miles, 2109-10, 1,000 miles, 2110-11, 1,000 miles, 2111-12, 1,000 miles, 2112-13, 1,000 miles, 2113-14, 1,000 miles, 2114-15, 1,000 miles, 2115-16, 1,000 miles, 2116-17, 1,000 miles, 2117-18, 1,000 miles, 2118-19, 1,000 miles, 2119-20, 1,000 miles, 2120-21, 1,000 miles, 2121-22, 1,000 miles, 2122-23, 1,000 miles, 2123-24, 1,000 miles, 2124-25, 1,000 miles, 2125-26, 1,000 miles, 2126-27, 1,000 miles, 2127-28, 1,000 miles, 2128-29, 1,000 miles, 2129-30, 1,000 miles, 2130-31, 1,000 miles, 2131-32, 1,000 miles, 2132-33, 1,000 miles, 2133-34, 1,000 miles, 2134-35, 1,000 miles, 2135-36, 1,000 miles, 2136-37, 1,000 miles, 2137-38, 1,000 miles, 2138-39, 1,000 miles, 2139-40, 1,000 miles, 2140-41, 1,000 miles, 2141-42, 1,000 miles, 2142-43, 1,000 miles, 2143-44, 1,000 miles, 2144-45, 1,000 miles, 2145-46, 1,000 miles, 2146-47, 1,000 miles, 2147-48, 1,000 miles, 2148-49, 1,000 miles, 2149-50, 1,000 miles, 2150-51, 1,000 miles, 2151-52, 1,000 miles, 2152-53, 1,000 miles, 2153-54, 1,000 miles, 2154-55, 1,000 miles, 2155-56, 1,000 miles, 2156-57, 1,000 miles, 2157-58, 1,000 miles, 2158-59, 1,000 miles, 2159-60, 1,000 miles, 2160-61, 1,000 miles, 2161-62, 1,000 miles, 2162-63, 1,000 miles, 2163-64, 1,000 miles, 2164-65, 1,000 miles, 2165-66, 1,000 miles, 2166-67, 1,000 miles, 2167-68, 1,000 miles, 2168-69, 1,000 miles, 2169-70, 1,000 miles, 2170-71, 1,000 miles, 2171-72, 1,000 miles, 2172-73, 1,000 miles, 2173-74, 1,000 miles, 2174-75, 1,000 miles, 2175-76, 1,000 miles, 2176-77, 1,000 miles, 2177-78, 1,000 miles, 2178-79, 1,000 miles, 2179-80, 1,000 miles, 2180-81, 1,000 miles, 2181-82, 1,000 miles, 2182-83, 1,000 miles, 2183-84, 1,000 miles, 2184-85, 1,000 miles, 2185-86, 1,000 miles, 2186-87, 1,000 miles, 2187-88, 1,000 miles, 2188-89, 1,000 miles, 2189-90, 1,000 miles, 2190-91, 1,000 miles, 2191-92, 1,000 miles, 2192-93, 1,000 miles, 2193-94, 1,000 miles, 2194-95, 1,000 miles, 2195-96, 1,000 miles, 2196-97, 1,000 miles, 2197-98, 1,000 miles, 2198-99, 1,000 miles, 2199-00, 1,000 miles, 2200-01, 1,000 miles, 2201-02, 1,000 miles, 2202-03, 1,000 miles, 2203-04, 1,000 miles, 2204-05, 1,000 miles, 2205-06, 1,000 miles, 2206-07, 1,000 miles, 2207-08, 1,000 miles, 2208-09, 1,000 miles, 2209-10, 1,000 miles, 2210-11, 1,000 miles, 2211-12, 1,000 miles, 2212-13, 1,000 miles, 2213-14, 1,000 miles, 2214-15, 1,000 miles, 2215-16, 1,000 miles, 2216-17, 1,000 miles, 2217-18, 1,000 miles, 2218-19, 1,000 miles, 2219-20, 1,000 miles, 2220-21, 1,000 miles, 2221-22, 1,000 miles, 2222-23, 1,000 miles, 2223-24, 1,000 miles, 2224-25, 1,000 miles, 2225-26, 1,000 miles, 2226-27, 1,000 miles, 2227-28, 1,000 miles, 2228-29, 1,000 miles, 2229-30, 1,000 miles, 2230-31, 1,000 miles, 2231-32, 1,000 miles, 2232-33, 1,000 miles, 2233-34, 1,000 miles, 2234-35, 1,000 miles, 2235-36, 1,000 miles, 2236-37, 1,000 miles, 2237-38, 1,000 miles, 2238-39, 1,000 miles, 2239-40, 1,000 miles, 2240-41, 1,000 miles, 2241-42, 1,000 miles, 2242-43, 1,000 miles, 2243-44, 1,000 miles, 2244-45, 1,000 miles, 2245-46, 1,000 miles, 2246-47, 1,000 miles, 2247-48, 1,000 miles, 2248-49, 1,000 miles, 2249-50, 1,000 miles, 2250-51, 1,000 miles, 2251-52, 1,000 miles, 2252-53, 1,000 miles, 2253-54, 1,000 miles, 2254-55, 1,000 miles, 2255-56, 1,000 miles, 2256-57, 1,000 miles, 2257-58, 1,000 miles, 2258-59, 1,000 miles, 2259-60, 1,000 miles, 2260-61, 1,000 miles, 2261-62, 1,000 miles, 2262-63, 1,000 miles, 2263-64, 1,000 miles, 2264-65, 1,000 miles, 2265-66, 1,000 miles, 2266-67, 1,000 miles, 2267-68, 1,000 miles, 2268-69, 1,000 miles, 2269-70, 1,000 miles, 2270-71, 1,000 miles, 2271-72, 1,000 miles, 2272-73, 1,000 miles, 2273-74, 1,000 miles, 2274-75, 1,000 miles, 2275-76, 1,000 miles, 2276-77, 1,000 miles, 2277-78, 1,000 miles, 2278-79, 1,000 miles, 2279-80, 1,000 miles, 2280-81, 1,000 miles, 2281-82, 1,000 miles, 2282-83, 1,000 miles, 2283-84, 1,000 miles, 2284-85, 1,000 miles, 2285-86, 1,000 miles, 2286-87, 1,000 miles, 2287-88, 1,000 miles, 2288-89, 1,000 miles, 2289-90, 1,000 miles, 2290-91, 1,000 miles, 2291-92, 1,000 miles, 2292-93, 1,000 miles, 2293-94, 1,000 miles, 2294-95, 1,000 miles, 2295-96, 1,000 miles, 2296-97, 1,000 miles, 2297-98, 1,000 miles, 2298-99, 1,000 miles, 2299-00, 1,000 miles, 2300-01, 1,000 miles, 2301-02, 1,000 miles, 2302-03, 1,000 miles, 2303-04, 1,000 miles, 2304-05, 1,000 miles, 2305-06, 1,000 miles, 2306-07, 1,000 miles, 2307-08, 1,000 miles, 2308-09, 1,000 miles, 2309-10, 1,000 miles, 2310-11, 1,000 miles, 2311-12, 1,000 miles, 2312-13, 1,000 miles, 2313-14, 1,000 miles, 2314-15, 1,000 miles, 2315-16, 1,000 miles, 2316-17, 1,000 miles, 2317-18, 1,000 miles, 2318-19, 1,000 miles, 2319-20, 1,000 miles, 2320-21, 1,000 miles, 2321-22, 1,000 miles, 2322-23, 1,000 miles, 2323-24, 1,000 miles, 2324-25, 1,000 miles, 2325-26, 1,000 miles, 2326-27, 1,000 miles, 2327-28, 1,000 miles, 2328-29, 1,000 miles, 2329-30, 1,000 miles, 2330-31, 1,000 miles, 2331-32, 1,000 miles, 2332-33, 1,000 miles, 2333-34, 1,000 miles, 2334-35, 1,000 miles, 2335-36, 1,000 miles, 2336-37, 1,000 miles, 2337-38, 1,000 miles, 2338-39, 1,000 miles, 2339-40, 1,000 miles, 2340-41, 1,000 miles, 2341-42, 1,000 miles, 2342-43, 1,000 miles, 2343-44, 1,000 miles, 2344-45, 1,000 miles, 2345-46, 1,000 miles, 2346-47, 1,000 miles, 2347-48, 1,000 miles, 2348-49, 1,000 miles, 2349-50, 1,000 miles, 2350-51, 1,000 miles, 2351-52, 1,000 miles, 2352-53, 1,000 miles, 2353-54, 1,000 miles, 2354-55, 1,000 miles, 2355-56, 1,000 miles, 2356-57, 1,000 miles, 2357-58, 1,000 miles, 2358-59, 1,000 miles, 2359-60, 1,000 miles, 2360-61, 1,000 miles, 2361-62, 1,000 miles, 2362-63, 1,000 miles, 2363-64, 1,000 miles, 2364-65, 1,000 miles, 2365-66, 1,000 miles, 2366-67, 1,000 miles, 2367-68, 1,000 miles, 2368-69, 1,000 miles, 2369-70, 1,000 miles, 2370-71, 1,000 miles, 2371-72, 1,000 miles, 2372-73, 1,000 miles, 2373-74, 1,000 miles, 2374-75, 1,000 miles, 2375-76, 1,000 miles, 2376-77, 1,000 miles, 2377-78, 1,000 miles, 2378-79, 1,000 miles, 2379-80, 1,000 miles, 2380-81, 1,000 miles, 2381-82, 1,000 miles, 2382-83, 1,000 miles, 2383-84, 1,000 miles, 2384-85, 1,000 miles, 2385-86, 1,000 miles, 2386-87, 1,000 miles, 2387-88, 1,000 miles, 2388-89, 1,000 miles, 2389-90, 1,000 miles, 2390-91, 1,000 miles, 2391-92, 1,000 miles, 2392-93, 1,000 miles, 2393-94, 1,000 miles, 2394-95, 1,000 miles, 2395-96, 1,000 miles, 2396-97, 1,000 miles, 2397-98, 1,000 miles, 2398-99, 1,000 miles, 2399-00, 1,000 miles, 2400-01, 1,000 miles, 2401-02, 1,000 miles, 2402-03, 1,000 miles, 2403-04, 1,000 miles, 2404-05, 1,000 miles, 2405-06, 1,000 miles, 2406-07, 1,000 miles, 2407-08, 1,000 miles, 2408-09, 1,000 miles, 2409-10, 1,000 miles, 2410-11, 1,000 miles, 2411-12, 1,000 miles, 2412-13, 1,000 miles, 2413-14, 1,000 miles, 2414-15, 1,000 miles, 2415-16, 1,000 miles, 2416-17, 1,000 miles, 2417-18, 1,000 miles, 2418-19, 1,000 miles, 2419-20, 1,000 miles, 2420-21, 1,000 miles, 2421-22, 1,000 miles, 2422-23, 1,000 miles, 2423-24, 1,000 miles, 2424-25, 1,000 miles, 2425-26, 1,000 miles, 2426-27, 1,000 miles, 2427-28, 1,000 miles, 2428-29, 1,000 miles, 2429-30, 1,000 miles, 2430-31, 1,000 miles, 2431-32, 1,000 miles, 2432-33, 1,000 miles, 2433-34, 1,000 miles, 2434-35, 1,000 miles, 2435-36, 1,000 miles, 2436-37, 1,000 miles, 2437-38, 1,000 miles, 2438-39, 1,000 miles, 2439-40, 1,000 miles, 2440-41, 1,000 miles, 2441-42, 1,000 miles, 2442-43, 1,000 miles, 2443-44, 1,000 miles, 2444-45, 1,000 miles, 2445-46, 1,000 miles, 2446-47, 1,000 miles, 2447-48, 1,000 miles, 2448-49, 1,000 miles, 2449-50, 1,000 miles, 2450-51, 1,000 miles, 2451-52, 1,000 miles, 2452-53, 1,000 miles, 2453-54, 1,000 miles, 2454-55, 1,000 miles, 2455-56, 1,000 miles, 2456-57, 1,000 miles, 2457-58, 1,000 miles, 2458-59, 1,000 miles, 2459-60, 1,000 miles, 2460-61, 1,000 miles, 2461-62, 1,000 miles, 2462-63, 1,000 miles, 2463-64, 1,000 miles, 2464-65, 1,000 miles, 2465-66, 1,000 miles, 2466-67, 1,000 miles, 2467-68, 1,000 miles, 2468-69, 1,000 miles, 2469-70, 1,000 miles, 2470-71, 1,000 miles, 2471-72, 1,000 miles, 2472-73, 1,000 miles, 2473-74, 1,000 miles, 2474-75, 1,000 miles, 2475-76, 1,000 miles, 2476-77, 1,000 miles, 2477-78, 1,000 miles, 2478-79, 1,000 miles, 2479-80, 1,000 miles, 2480-81, 1,000 miles, 2481-82, 1,000 miles, 2482-83, 1,000 miles, 2483-84, 1,000 miles, 2484-85, 1,000 miles, 2485-86, 1,000 miles, 2486-87, 1,000 miles, 2487-88, 1,00

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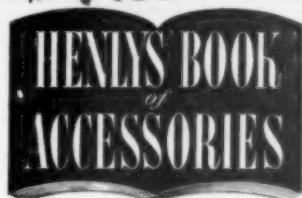
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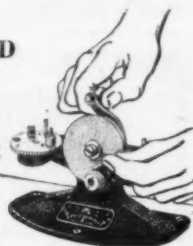
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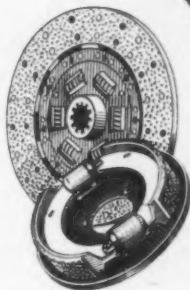
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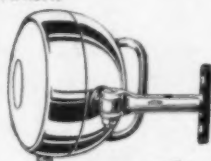
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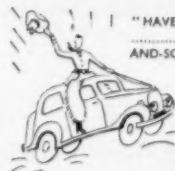
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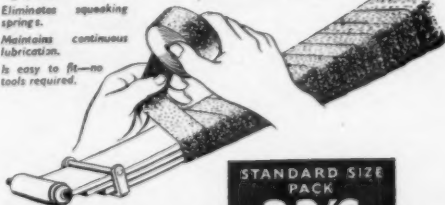
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